

## Appendix to Finding of No Significant Impact

Public Hearing Transcripts  
Written Comment Forms  
Agency Letters

## **Transcripts for April 13, 2011 Hearing**

CINCINNATI STREETCAR PROJECT

PUBLIC HEARING

APRIL 13, 2011

5:30 P.M.

CITY HALL

COUNCIL CHAMBERS

---

1 MR. CRAIG: I want to thank both of you for  
2 showing up. We have two presentations about the  
3 project tonight, one at 5:30 and one at 7:00. What  
4 I'd like you to do is, at the front desk there's a  
5 sign-in sheet if you want to speak after the  
6 presentation is made or if you want to make a  
7 statement or if you want to ask questions. Also,  
8 there is a brochure that has facts and figures  
9 about the streetcar project which we hope that you  
10 will take with you and share with your friends.

11 My name is Fred Craig. I work for Parsons  
12 Brinckerhoff and I'll be doing the presentation.  
13 If you have any questions, I'd like for you to hold  
14 them until the end, and then at the end we will  
15 provide a microphone. Please make sure you speak  
16 into the microphone so that the -- your questions  
17 and the answers can be transcribed.

18 The streetcar project is one that the City has  
19 had underway for some period of time. The purpose  
20 of the meeting today is to really talk about this  
21 project. It's about nearly 5 miles of a streetcar  
22 project. The City of Cincinnati and the Federal  
23 Transit Administration are the primary sponsors of  
24 the project. And the purpose of this project is to  
25 connect the Downtown central core of Cincinnati

1 with Over-the-Rhine and then eventually with the  
2 Uptown area by the University.

3 Today we're going to present some of the  
4 alternatives that are shown here on the board. We  
5 will talk about some of the information that's  
6 presented here to you. The majority of it -- we  
7 won't go into detail on every single item, but the  
8 majority of it is available to you here.

9 This is also a formal opportunity for the  
10 community to comment. The comments, whether  
11 written or spoken, will be made part of the  
12 environmental document and will be responded to  
13 individually or in aggregate. There is a copy of  
14 the environmental docket that's available at all  
15 the public libraries, there are ones here at City  
16 Hall, and then also on the City's website there is  
17 a link to the streetcar project and all of those  
18 documents are available there.

19 This particular meeting tonight is part of the  
20 National Environmental Policy Act process for  
21 evaluating environmental impacts of a project.  
22 Every project has what's called a purpose and need.  
23 The purpose and need is the yardstick by which the  
24 project's alternatives are measured so that when an  
25 alternative solution to the project is recommended

1 we can compare it with the purpose and need to see  
2 if the alternative meets the requirements of the  
3 purpose and need.

4 The purpose and need was developed by a  
5 community group of community members to try and  
6 determine what the project's purpose should be.  
7 Really one of the things that is lacking here is a  
8 connection directly between the Downtown and  
9 Over-the-Rhine and the Uptown area other than our  
10 street system, and that the existing transit system  
11 does not effectively meet the transportation  
12 requirements of connecting the areas within Uptown,  
13 Downtown and Over-the-Rhine in a way that makes it  
14 a livable, walkable community. And so the idea  
15 here is to try to begin to look at alternatives  
16 that make that a more walkable community.

17 The Downtown area and the Uptown area are like  
18 two ends of a big dumbbell. They are primary  
19 sources, locations of employment. Approximately 50  
20 to 60,000 people work in each location. Many of  
21 them commute in the morning and commute out at  
22 night. The area in between of Over-the-Rhine and  
23 that area going up the hill is relatively  
24 unpopulated. So, one of the ideas of this project  
25 is to try to attract redevelopment along the

1 streetcar corridor and to stimulate business  
2 activity. Over-the-Rhine is somewhat undersupplied  
3 by business and other services that are necessary  
4 for residents, so one of the things of the goal of  
5 the project is to try to stimulate activity along  
6 that corridor; and then, as I mentioned, to try to  
7 make it a more walkable community. Because of the  
8 distance there it's very difficult to walk, say,  
9 from Downtown to the Findlay Market if one wanted  
10 to go up there for lunch during the day. And then  
11 also the other thing that the streetcar does is it  
12 provides a link between the existing bus system and  
13 the parking facilities that are in the area.

14 So, the goals of this are to provide a safe  
15 and economical and efficient transportation service  
16 that fully integrates and coordinates with the  
17 existing transportation network. We also want to  
18 increase the contribution that transportation  
19 projects make to the economic vitality of our city,  
20 to reduce the reliance on auto travel and  
21 associated needs for parking in the area because we  
22 have so many people who are single-car owners or  
23 those that drive by themselves to a place of work  
24 or their residence.

25 The number of projects that have been -- that

1 have studied this is approximately in the  
2 neighborhood of 13. There are approximately 13  
3 projects that have looked at transit enhancements  
4 along this alignment in Northern Kentucky, Downtown  
5 Cincinnati, Over-the-Rhine and Uptown. This  
6 particular project, the streetcar project, is  
7 listed in plans adopted by the City of Cincinnati.  
8 It's in the plans that the Southwest Ohio Regional  
9 Transit Authority has approved. And other regional  
10 entities including OKI have studied this and made  
11 it part of their long-range plan. It's also  
12 currently included in the Transportation  
13 Improvement Plan which is the list of projects that  
14 the community is going to undertake over the long  
15 term to enhance its transportation.

16 In 2007 the City commissioned a study that was  
17 a follow-on study to the central area loop study to  
18 look at the possibility of a streetcar project  
19 serving Downtown and Over-the-Rhine. The way that  
20 the study was created was that the major activity  
21 centers in the Downtown area were identified and  
22 then the streetcar line was drawn to try to touch  
23 as many of those as possible. As you see on the  
24 board on the screen here as well as on the boards  
25 here, they will show you how many activity centers



1 are within literally a streetcar ride or a short  
2 walking distance of the streetcar line, many of  
3 them directly on the streetcar line. The stops  
4 were identified in order to try to touch as many of  
5 those places as possible.

6 I mentioned you hear people talk about NEPA.  
7 NEPA stands for the National Environmental Policy  
8 Act. It's not the National Environmental  
9 Protection Act. What it does is it says that any  
10 time that there is a federal action, that the  
11 community, socioeconomic and cultural impacts as  
12 well as the environmental impacts will be measured  
13 so that the impact caused by the federal action,  
14 being funding of a project, can be measured. This  
15 is a requirement on all transportation projects and  
16 many other investments such as dams and parks  
17 improvements, all of them. Because there's federal  
18 money involved in them, they have to have an  
19 environmental assessment or environmental document  
20 prepared for that.

21 In this particular project the sponsoring  
22 agency is the Federal Transit Administration. The  
23 Federal Transit Administration is responsible for  
24 evaluating and funding environmental -- transit  
25 projects. What the Federal Transit Administration

1 does is they look at what are the transportation  
2 needs of the community on the transit side. The  
3 Federal Highway Administration looks at the  
4 transportation needs on the highway side and  
5 roadway side before federal investments are made in  
6 those.

7 The outcome of this particular meeting and all  
8 the work you see here is an environmental  
9 assessment. The environmental assessment tries to  
10 quantify the environmental impacts of this  
11 particular project. It tries to determine  
12 positively or negatively what those impacts are,  
13 and then to determine if impacts need to be  
14 mitigated by some other action to try to decrease  
15 the impact of the project.

16 The environmental assessment assesses really  
17 three alternatives. The first is no build. The no  
18 build is not actually no build. What it is is the  
19 currently approved transit projects that are in the  
20 long-range plan. So, basically that's the  
21 benchmark around which everything is compared. Two  
22 alternatives were compared -- two build  
23 alternatives were compared against the no build  
24 activity. The process looks at alternatives  
25 compared against the no build. We look at

1 environmental impacts and look at design and cost  
2 of the project, and then also the benefits of the  
3 project in terms of transportation or mobility or  
4 positive or negative impacts to land use.

5 In a project like this the obvious things are  
6 the mobility of a population, but also noise and  
7 vibration. Are there impacts to any protected  
8 classes of flora or fauna, meaning plants or  
9 animals? Are there any impacts to communities of  
10 people in the area? And are there importantly  
11 impacts to any of the cultural resources of the  
12 community? And importantly because of the nature  
13 and the quality of the structures in Over-the-Rhine  
14 that's one of the things that was considered  
15 carefully.

16 One of the other things is the environmental  
17 justice impacts of a project, which means are the  
18 benefits of a transportation improvement equivalent  
19 to the impacts that those who live near that  
20 improvement suffer or if the investment is there is  
21 there a positive impact to those communities that  
22 allows them mobility that they did not enjoy  
23 before.

24 The other thing is that public involvement,  
25 this meeting, the communications that we've had

1 from the community both in writing and on the  
2 website and then also in a number of public  
3 meetings and an oversight committee to look at  
4 that, all of that communication goes in the public  
5 involvement part of the document at the end if  
6 there are comments that come out of this meeting  
7 they will be summarized in the environmental  
8 document and addressed individually or in groups.

9 The study area is approximately 4.9 miles in  
10 length. Even though the streetcar line is on two  
11 parallel streets, the area that is affected is  
12 broader than that so that the study area is not  
13 just the alignment; it really includes impacts that  
14 can be foreseen in the study area. The study area  
15 was determined with local community people, it was  
16 determined with the environmental agencies in the  
17 State and then also the City's and the State's  
18 historic preservation organizations.

19 The basic limits of this project are really  
20 from the Downtown Riverfront area up to Uptown.  
21 The specific limits are down in the Banks at  
22 Theodore M. Berry Way on the Riverfront in the  
23 middle of the Banks, north up to Corry Street in  
24 Uptown and then one half block either side of the  
25 alignment. That's where the majority of the

1 environmental impacts would be found.

2 The alternatives that I mentioned to you are  
3 the no build, which is the existing planned  
4 improvements and the current long-range plan.  
5 That's the no build alternative. The build  
6 alternatives were really two. The first was -- and  
7 both of these are built on the offset Figure 8 of  
8 Main and Walnut in the Downtown area and Race and  
9 Elm up in the Over-the-Rhine area connected by two  
10 parallel east/west connections on 12th and Central  
11 Parkway that is consistent between the two  
12 alternatives.

13 The differences between the two alternatives  
14 was how to get to the Uptown area. The first  
15 alternative was to look at how that connection is  
16 made, and it follows Vine Street going north from  
17 just east of Findlay Market, going up the Vine  
18 Street hill and then terminating at a spot on Corry  
19 Street, then returning back down Vine Street. The  
20 other alternative to get to Uptown was to look at  
21 going up Clifton Avenue, which is the street that  
22 goes west, kind of northwest of a diagonal from  
23 Findlay Market and then goes due north. Both of  
24 those were looked at as alternatives on how to get  
25 to Uptown. They were recommended by a number of

1 community activists as well as people in the  
2 community about the best way to serve a connection  
3 to Uptown.

4 The type of project that we are looking at is  
5 a streetcar running in and with traffic that is  
6 similar to what Cincinnati had up until about 1950.  
7 Cincinnati had close to 200 miles of streetcars.  
8 And this is a very similar type of service,  
9 although much smaller. It rides in a shared lane  
10 with buses and with other cars. And the vehicle  
11 type is an electrically-powered vehicle typically  
12 articulated in the middle that has standing  
13 facilities inside as well as seated facilities. It  
14 connects directly with the curb. It has shelters  
15 that are simple transit shelters that protect  
16 people from the rain. It's electrically operated  
17 and has, in this particular alternative,  
18 recommended about 22 stops.

19 The power is electricity that is generated by  
20 Duke Energy or by others. It's powered on a single  
21 overhead wire called a catenary. The catenary  
22 provides electricity to the vehicle. And then the  
23 ground is in the tracks that are in a rubber boot.  
24 The catenary is suspended by poles that are mounted  
25 in the sidewalk. These look like a light pole with

1 a wire strung beneath them. In Cincinnati many of  
2 the old transit poles are still there and they have  
3 an orange ring around them and many of them are  
4 currently bus stops for Metro. But if you look at  
5 them, many of them have been adapted for other uses  
6 including street signals, signage, and as I  
7 mentioned Metro stops.

8 The pantagraph is the lever that connects the  
9 streetcar's electrical power system to the  
10 catenary. The power supply for this is through  
11 substations not unlike how neighborhoods are  
12 supplied in your neighborhood; you may have a  
13 substation where power comes in off of a very high  
14 voltage overhead line and comes into a substation  
15 and then goes to a transformer on your street and  
16 then is reduced to 220 volts when it comes into  
17 your house. This is a very similar type of design.

18 The plan currently is to have one maintenance  
19 and storage facility along the alignment. The  
20 project would have seven streetcars in its current  
21 configuration. This includes two spare vehicles.  
22 This is enough to provide a type of service that  
23 allows people to know when those vehicles are  
24 coming and allows a level of service for about  
25 15-minute headways during the peak hour, perhaps

1 shorter, perhaps longer in other times of the day  
2 depending upon ridership. It's very focused around  
3 ridership in the morning, the afternoon and the  
4 evening, and then also later in the evening.

5 One of the requirements of all transportation  
6 projects now is that they conform to the Americans  
7 with Disabilities Act. That means that no  
8 transportation project can create a barrier for  
9 people who wish to use it. So, in this particular  
10 project these are considered barrier-free  
11 transportation systems, which means that someone  
12 who is in a wheelchair, a walker or who requires a  
13 cane to get around has a smooth surface much like a  
14 sidewalk that they can get into the vehicle.  
15 What's shown here is a bridge plate between the  
16 sidewalk where the motorized wheelchair is riding  
17 up. That's a bridge plate that goes from the  
18 vehicle to the curb.

19 In the project description currently there are  
20 places where the streetcars are running the  
21 sidewalk comes out in what's called a bump-out so  
22 that anyone who is accessible to a sidewalk can  
23 roll directly into the streetcar. And then there  
24 are preferred seating or stop locations within the  
25 streetcar itself for anyone who is in a wheelchair,



1 motorized or hand-pushed, or anyone who needs  
2 special seating.

3 The project also includes shelters which helps  
4 identify the stop locations for the streetcar.  
5 These shelters are not heated. They're simply to  
6 provide shelter from the wind and rain and to  
7 provide an identity for the location of the  
8 streetcar. There will also be lighting and bench  
9 and security systems associated with this both  
10 inside the vehicle and each of the stop locations.  
11 This would operate 18 hours a day, 365 days a year,  
12 on a published schedule, but people would be able  
13 to walk to their stop and know that in the next 10  
14 to 15 minutes a streetcar will come to that stop  
15 based upon the headways or times between the  
16 arrival.

17 These pieces of equipment, the streetcars,  
18 need to be maintained like any piece of equipment  
19 does. Not unlike the buses that Metro operates,  
20 they have service requirements. They need to be  
21 cleaned and they also have preventative maintenance  
22 requirements. This is usually done in a  
23 maintenance and storage facility. They are  
24 relatively small for seven vehicles, as you can  
25 imagine; there's no need for a huge facility, but

1 something where they can be cleaned, where they can  
2 be stored inside when not being operated and when  
3 they can also then if there's light maintenance  
4 required where they can be maintained.

5 Three locations were evaluated for maintenance  
6 and storage facilities. The first one is on  
7 boat -- two of them are up in Over-the-Rhine on  
8 Henry Street and McMicken. The other one that was  
9 looked at was Third Street and East Pete Rose Way,  
10 which is underneath the approach structures to Fort  
11 Washington Way, very close to the east side of  
12 Great American Ballpark. It's also close to the  
13 east end of the Transit Center.

14 The alternatives were looked at and evaluated  
15 based upon a number of criterion to determine  
16 whether they met the purpose and need and then also  
17 to determine whether they were technically  
18 feasible. We wouldn't want to design something  
19 that's not technically feasible. We want to do  
20 enough design work that we can determine what the  
21 environmental impacts are and then we can prepare a  
22 preliminary cost to compare the alternatives, one  
23 to another.

24 One of the things that makes Cincinnati a  
25 wonderful city to live in is its topography. The

1 hillsides and the valleys that we have provide a  
2 great rolling plain -- provide relief from the  
3 great rolling plain that's north of us. They also  
4 provide complication for transportation projects.  
5 For those of you who have the pleasure of driving  
6 in Cincinnati during our few occasions of snow, the  
7 City does a monumental job of trying to make sure  
8 that those grades are not an impediment to cars.  
9 They're also a concern for transit vehicles,  
10 whether they're buses or streetcars, climbing  
11 those. The alignments going up to Uptown range  
12 from 7 to 8 percent, so those alternatives had a  
13 variation, one at about 7 percent and the other at  
14 about 8.6 percent.

15 The alternatives also have slightly different  
16 travel times. Alternative 1 has a shorter travel  
17 time than Alternative 2 to get to the centroid of  
18 the area up in Uptown. The level of service or  
19 that speed at which traffic moves would actually  
20 probably improve with the installation of transit.  
21 There is an impact to off-street -- on-street  
22 parking, as I mentioned to you. There's some  
23 places where the stops are, those stops are  
24 dedicated for the streetcar and they eliminate a  
25 number of parking spaces.

1           One of the goals to this project was to try to  
2       minimize impact on the build alternatives. First  
3       there was a consideration to try to combine bus  
4       stops with streetcar stops. That way that has two  
5       benefits. One is that, first of all, you're not  
6       taking two locations for two types of transit and  
7       someone can get off of a bus and get on a transit  
8       streetcar or reverse so that those are connections  
9       between the two types of transit. The other thing  
10      was that there's no impact or change made or  
11      recommended to the existing bus routes.

12           The land use and zoning. The current Downtown  
13      businesses and the primarily residential and then  
14      small business use proposed for Over-the-Rhine,  
15      this project was not predicted to have any impact  
16      in changing any land use. The displacements, the  
17      issue of would there be people displaced by the  
18      improvements made was a consideration that was  
19      given a great deal of attention. Neither of the  
20      projects require any displacement of the residents  
21      in the area nor any businesses because we're  
22      staying almost entirely within the existing  
23      right-of-way.

24           There was requirements for land acquisition  
25      for the maintenance and storage facility for Build

1 Alternatives 1 and 2. Build Alternative 3 is  
2 existing right-of-way that's underneath an  
3 interstate, so there was no requirement for  
4 acquisition of land. There was some displacement  
5 of a building -- existing building for the  
6 Maintenance and Storage Facility No. 1.

7 One of the important things that these  
8 projects look at is what are the impacts on  
9 community assets, schools, churches, parks,  
10 recreational facilities. In this particular area  
11 we have parks and public spaces that are important.  
12 We also have Central Parkway which is part of our  
13 City's parkway system and we have importantly  
14 Washington Park, Music Hall, Memorial Hall, a  
15 number of very important assets as well as schools  
16 near the alignment. We have a School for Creative  
17 and Performing Arts which has frontages on three  
18 sides that are on the streetcar line. The projects  
19 actually provide good access to those and do not  
20 require any adverse takings or adverse impacts on  
21 those public facilities and may actually promote  
22 access to those by people who are not served by  
23 cars.

24 Economic development is an important aspect in  
25 the City of Cincinnati, and this project is a very

1 important contributor to economic impact and we  
2 were actually able to measure the projected  
3 economic impact within the areas along the  
4 streetcar line. Within the Downtown area there was  
5 no change expected and no adverse impact. And then  
6 in the area of Over-the-Rhine, most of the  
7 buildings in Over-the-Rhine are currently not  
8 occupied, so the idea of putting a streetcar in  
9 there is that it would promote economic development  
10 for that, that private investors would come in and  
11 invest their money in redevelopment opportunities  
12 in Over-the-Rhine and that buildings would not be  
13 torn down surface parking which has been the trend  
14 in Over-the-Rhine over the last 30 years.

15 The other thing is that Over-the-Rhine has  
16 about 10 percent of the population that it did at  
17 one time, about 5,000 permanent residents. It  
18 originally had an occupancy of about 50,000. So,  
19 the majority of the buildings in the area are  
20 currently unoccupied and are wonderful  
21 opportunities for historic preservation and  
22 redevelopment of the community. Currently the  
23 property taxes on those vacant buildings are  
24 essentially zero. And those which are occupied, a  
25 very large number of them are underutilized

1 buildings and the property tax in this area is very  
2 low. Vacant buildings essentially none because  
3 they're treated as vacant land. And those which  
4 are substandardly -- the substandard condition have  
5 very low property taxes. So, really the revenue  
6 here that would come would be from rehabilitation  
7 of those buildings and then the payment of property  
8 taxes by private property owners.

9 One of the things that was very thoroughly  
10 looked at is what's called environmental justice.  
11 That is an executive order signed by the president  
12 which determines -- which states that no population  
13 will adversely suffer the impacts of a  
14 transportation project or not benefit from that  
15 transportation project and have to suffer adverse  
16 impacts. This is especially true for minority and  
17 low-income population, but it also can deal with  
18 Appalachian populations and those that are not  
19 traditionally thought of as minority populations.

20 The majority of the study area is considered a  
21 EJ target area, meaning that this area is known for  
22 having a large minority population and a large  
23 economically disadvantaged population. Large in  
24 terms of the 5,000 people that live there. Many of  
25 them are currently minorities and many of them are

1       disadvantaged economically. The track itself being  
2       in the existing right-of-way of the City did not  
3       adversely impact the residency of those populations  
4       and that was the determination that was made on  
5       that. There was an impact by the Maintenance and  
6       Storage Facility Location No. 2 because of the  
7       impact to the building that is there.

8               One of the environmental impacts that is  
9       looked at is air, noise, natural resources and then  
10       also the use of the fossil fuels. The automobile  
11       is a well known contributor to adverse air quality  
12       impacts. The air quality, because this is an  
13       electric vehicle and the air pollution is captured  
14       at the power plant instead of at the tailpipe of  
15       the vehicle, the air quality would actually be  
16       improved because there would be reductions in  
17       automobile traffic along the route. There were no  
18       new noise impacts. This area is served by bus,  
19       truck and vehicular traffic. It's believed that by  
20       reduction of some of the vehicular traffic there  
21       would actually be a neutral impact to noise. And  
22       the vibration levels, that which is caused or  
23       transmitted through the ground by the vehicles,  
24       would be relatively small and below that which is  
25       considered a threshold of an impact. Because the



1 streetcar is staying within the existing  
2 right-of-way there are no impacts to water  
3 resources, flood plains or any threatened or  
4 endangered species. This is a heavily developed,  
5 urban area and it's believed that the impacts to  
6 the plants, animals, et cetera in the area are  
7 really none. There would be a reduction in the use  
8 of fossil fuels. Again, this is an electric  
9 vehicle where the power is being generated at a  
10 central location and that there would be a positive  
11 impact to the reduction and dependency on liquified  
12 petroleum products.

13 One of the most important aspects of  
14 Over-the-Rhine is its cultural resource. This is  
15 the largest collection of historic buildings I  
16 believe in the country, and anyone driving through  
17 there will see that it's actually a wonderful  
18 resource that is significantly underutilized.  
19 Because we're staying in the existing right-of-way  
20 there are no impacts to those. There are a number  
21 of buildings that are listed on the National  
22 Register of Historic Places, and Over-the-Rhine is  
23 an historic district. There are a number of  
24 buildings there that are eligible for individual  
25 listing on the National Register of Historic

1 Places. So, the impacts to that is a consideration  
2 that we want to make sure that the project does not  
3 have adverse impacts, that the impacts are  
4 positive, and the City and SORTA are entering into  
5 a memorandum of agreement as to how cultural  
6 resources will be identified if any are found and  
7 how the project will proceed so as to have no  
8 adverse impact or minimal adverse impact on  
9 historic properties.

10 If you all look at pictures of old Cincinnati,  
11 Over-the-Rhine and many of our communities were  
12 served by streetcars and that's actually how they  
13 developed and that's why there was no parking lots.  
14 The buildings were built building edge to building  
15 edge and you had a continuous building front. Now  
16 what's happened with the introduction of the  
17 automobile since the forties buildings in  
18 Over-the-Rhine were torn down for gas stations, for  
19 sales and service operations for vehicles. And now  
20 the worst adverse impact is they're being torn down  
21 for surface parking.

22 One of the great assets that the City of  
23 Cincinnati has is its parks, and they provide a  
24 great place for wildlife and for recreational  
25 activities. One of the things that we look at are

1     what are called Section 4(f) properties, which  
2     those are cultural parks and things of that nature,  
3     any wildlife management or preserved areas and then  
4     any historic -- important historic features of the  
5     community and the area. Because we worked very  
6     hard not to have -- during the design phase not to  
7     have an impact on any cultural resources or any of  
8     the parks, there are essentially no impacts on it  
9     from a standpoint of a taking, meaning the taking  
10    of a building to use for transportation projects,  
11    and we really tried to make sure that the parks are  
12    better served and not impacted.

13         There may be some impact on some of the  
14    historic resources in the area. Those are  
15    primarily visual by virtue of the fact that this  
16    area was served by a streetcar at one point in  
17    time, the introduction of a modern streetcar with  
18    streetcar lines over it, given that there are none  
19    of those over it, that would be the visual impact  
20    in front of the some of the buildings. Also the  
21    fact that there are new shelters that will be built  
22    there that are contemporary shelters. Those may be  
23    considered a visual impact as well.

24         Safety is very important on transit operations  
25    around the country and around the world. We do not

1 believe that there are going to be impacts to the  
2 public safety on this project. Actually we believe  
3 that by the introduction of new residents into  
4 Over-the-Rhine and by circulation of transit  
5 vehicles on a more frequent basis there actually  
6 might be an improvement in safety. However, safety  
7 is an important consideration and will be provided  
8 by cameras, closed-circuit TV, as well as by  
9 attention to our fine -- by our fine Police  
10 Department. The other thing is these vehicles,  
11 you're able to see through them. They're lit at  
12 night so people are able to be seen and it's less  
13 likely that any safety impacts would happen.

14 I mentioned to you that the visual impacts  
15 could happen in the historic Over-the-Rhine area.  
16 They're mostly relatively low impact and, as I  
17 mentioned, are primarily because of the catenary  
18 and the introduction of new relatively modern or  
19 contemporary transit stops.

20 As I mentioned to you before at the beginning  
21 of the presentation, we looked at purpose and need.  
22 Purpose and need is really the screen or the  
23 yardstick against which we measure whether the  
24 project meets the alternatives, meets the purpose  
25 and need of the project. And given that the basic

1 project of the two Downtown loops and then the two  
2 connections up into the Over-the-Rhine, the  
3 Downtown and Over-the-Rhine impacts are identical.  
4 The only impacts that are different are on the two  
5 alignments that go to Uptown. So, the  
6 environmental impacts of those two are relatively  
7 minor in difference. Both of them are going up  
8 through residential areas. Both of them are on  
9 existing streets that are similar in their context.  
10 And so the impacts between the two alternatives are  
11 relatively small.

12 Based upon the evaluation and the operational  
13 and design and cost, Build Alternative 1 was  
14 recommended, which is the one with the connection  
15 from Findlay Market into the Uptown area, goes  
16 north on Vine and returns south on Vine. That is  
17 largely because of technical issues associated with  
18 the turn at Clifton and the fact that West Clifton  
19 is steeper in its grade going up the hill. So,  
20 going up the hill having to make a turn or come  
21 down the hill having to make a turn on a steeper  
22 grade is more difficult and requires a more costly  
23 vehicle. The other thing is during times when  
24 there's snow and ice it makes it a little bit more  
25 difficult to stop the vehicle. So, the grade issue

1 is really the one that made the determination on  
2 Vine Street versus going up West Clifton. The  
3 Location No. 1 was the recommendation for the  
4 operation for the maintenance and storage facility.

5 The time line for the project is as follows.  
6 At the conclusion of the meetings tonight and  
7 tomorrow night when the public comments are taken  
8 and included in the environmental document they  
9 will be left open until April the 21st at which  
10 time the group doing the environmental writing, the  
11 environmental document, will take each one of those  
12 comments as well as comments that have been  
13 generated during the project time, go ahead and  
14 write a response about what the environmental  
15 impact is to that. Then it's anticipated that the  
16 Federal Transit Administration will issue a letter  
17 determination saying that there's a finding of no  
18 significant impact, meaning that there are no  
19 adverse environmental impacts of a significant  
20 nature to the project, sometime in May of 2011.  
21 That would allow the City, if it decides to go  
22 forward with the project, to begin construction  
23 sometime in the fall of 2011 with an operating or  
24 an opening date sometime 2013.

25 I want to thank you for attending the first

1 presentation and being my trial audience. Glad  
2 most of you didn't fall asleep and we had such a  
3 great turnout here. If you wish to make a comment,  
4 whether written or through the microphone, either  
5 way is fine. There is a sheet out there in the  
6 front that has your name and address which we'd  
7 like to have. If you'd like to submit a written  
8 statement we're happy to do that. If you'd like to  
9 have the opportunity to make a verbal statement I  
10 will have one of my associates take the microphone  
11 to you if you'll raise your hand. The microphone  
12 you need to get up close to when it's turned on so  
13 you can be heard. We'd like for the other people  
14 in the room to hear your comment or question. I'll  
15 be glad to answer any questions that you all might  
16 have.

17 Any questions? Any comments? By the way,  
18 would you please identify yourself for the benefit  
19 of your constituents.

20 MR. THOMAS: For the record I'm Councilman  
21 Cecil Thomas. My comment is that I think it's  
22 moving forward. I think it's going to really  
23 enhance the quality of our city. I think that  
24 obviously there's been some, you know, negative  
25 talk, but yet still we're focused on addressing the

1 economic impact that it will have on our city for  
2 years to come and I truly believe that we should  
3 continue to march forward with the project.

4       Unfortunately the State has chosen to do what  
5 they did, but that should not be a disappointing  
6 area to say, well, let's just stop. We need to  
7 continue on and drive this whole situation forward.  
8 There's this -- when I worked as a law enforcement  
9 officer before Council I worked in the  
10 Over-the-Rhine, and the transitioning that has  
11 taken place in terms of economic development so far  
12 without the streetcar, folks are believing in the  
13 changes that are taking place and the streetcar  
14 line would only enhance that even more.

15       And we're talking about something going into  
16 our future, folks. And I said it before, that when  
17 they wanted to do the rail line back in the  
18 twenties, back in the 1920s there were folks that  
19 had a vision back then. My vision is to see this  
20 streetcar not just going from Downtown to Uptown.  
21 Eventually -- you said we had a couple hundred  
22 miles of track. I'd like to see it connecting our  
23 neighborhoods, you know, and doing those things.  
24 But we got to start somewhere and I'm glad the  
25 Mayor and the other members still see the vision.



1 And I'm just believing that we're going to get this  
2 done. It's just a matter of staying vigilant and  
3 staying focused. Thank you.

4 MR. CRAIG: Thank you for your leadership on  
5 this, also. Are there any other comments or  
6 questions? We'll do this presentation again at  
7 seven o'clock. Oh, yes, would you please state  
8 your name, too?

9 MS. VORMINSKI: Margo Vorminski (sp.),  
10 Cincinnati Preservation Association. I would like  
11 to say that Cincinnati Preservation has come out in  
12 favor of the streetcar. We strongly support the  
13 construction of this project. We think it will  
14 have many benefits to the City. Starting a  
15 balanced transportation system, we think that it  
16 will bring new vitality to communities along the  
17 route, particularly Over-the-Rhine. We are seeing  
18 new investment along the proposed route already as  
19 investors are buying up buildings which were  
20 formally vacant and derelict.

21 And we agree with the report authors that the  
22 visual impacts to the district are going to be very  
23 minor because, as was aptly demonstrated, the  
24 streetscape is already very cluttered and adding a  
25 few more wires and poles will not make any

1 difference, especially in the neighborhoods that  
2 developed with the streetcars. It was full of  
3 streetcar wires and cars in its heyday.

4 We'd also like to thank the City and  
5 leadership for their continued support of this  
6 issue.

7 MR. CRAIG: I would be remiss if I didn't  
8 mention Margo's support of this project and helping  
9 us get it through the historic preservation  
10 process. It was a monumental effort and she was a  
11 great guide to us. Thank you.

12 Any others? We'll be here until 8:00. If you  
13 want to submit a written comment, if you would like  
14 to submit a written comment, please feel free to do  
15 so. Thank you all very much.

16 (Interim.)

17 MR. CRAIG: I wonder if I can have your  
18 attention, please. We're going to do a short  
19 presentation about the streetcar project. My name  
20 is Fred Craig. I'm with Parsons Brinckerhoff. I'm  
21 going to give you a short presentation about the  
22 streetcar project. In the -- out at the front desk  
23 there is a sign-in sheet if you would like to post  
24 a written comment. Please don't watch the slide  
25 show; I'm backing it up. There's a comment page

1       where you can write your comments about the  
2       project. If you wish to speak you'll need to sign  
3       in to speak. And we would want to limit your time  
4       to approximately two minutes. If you do speak we  
5       have a court reporter over in the corner who will  
6       transcribe your comments. And also we will give  
7       you a microphone should you like to have an  
8       opportunity to speak.

9               This meeting tonight is one of two public  
10       meetings that the City of Cincinnati is sponsoring,  
11       one tonight and one tomorrow night. The one  
12       tomorrow night will be here as well.

13              The project is one that's being sponsored by  
14       the Federal Transit Administration and the City of  
15       Cincinnati. It's sponsoring it as the development  
16       of about a 4.9 mile transit project, the City being  
17       the local sponsor and the Federal Transit  
18       Administration being one of the contributors  
19       financially to the project. The purpose is to  
20       really try to connect the Downtown, the Banks and  
21       the main core of the central business district to  
22       the Uptown area through Over-the-Rhine.

23              Today what I'm going to do is present to you  
24       the alternatives and the process that was used to  
25       evaluate these alternatives and to also provide you

1 an opportunity to comment on the environmental  
2 assessment, which is the environmental document  
3 that is used to compare the environmental impacts  
4 of the two alternatives. These are available for  
5 review here in City Hall. They're relatively thick  
6 documents, but they identify all of the  
7 environmental impacts. And they're available  
8 online through a link to the City's website.

9 Every project has what's called a purpose and  
10 need. Every project needs a point, so we have a  
11 purpose and need. And the purpose of the purpose  
12 and need is actually to set some criterion around  
13 which alternatives can be measured to determine  
14 whether they actually meet the requirements and  
15 actually meet the requirements of the project. The  
16 purpose and need for this project is to try to  
17 create an ease of mobility from the Downtown,  
18 Over-the-Rhine and the Uptown area. The current  
19 transit system as it is developed does not actually  
20 meet that requirement. We have more of a regional  
21 transit bus system. And so the goal of this  
22 project, the purpose and need is to try to make  
23 sure that those connections are more localized  
24 between the Banks, Downtown, Over-the-Rhine and  
25 Uptown.

1           One of the things that we're trying to do in  
2           this particular project is to connect the jobs and  
3           the places where they're primarily located. If you  
4           look at the Downtown area and Uptown, it's like two  
5           ends of a dumbbell with a relatively small  
6           employment residential population in  
7           Over-the-Rhine. So, we want to try to connect  
8           those two projects with this particular transit  
9           system.

10          The other thing is the area along the  
11          alignment, significant portions of it are badly  
12          underdeveloped and underutilized. So, one of the  
13          purposes of this project is to promote  
14          redevelopment of those areas and to stimulate  
15          business and residential activity in the corridor.

16          The other thing is Cincinnati is a city that  
17          has some great places to go and we want to try to  
18          make it more walkable and more transit friendly.  
19          And then we also want to make sure that we try to  
20          leverage the existing bus system with the addition  
21          of this streetcar project.

22          The goals are to provide a safe, efficient and  
23          economical transportation service that really meets  
24          the needs of the population and coordinates with  
25          the existing transportation system. The other

1     thing is that this streetcar project is a  
2     significant economic development opportunity within  
3     the Downtown and Uptown area. We're trying to  
4     promote -- decrease the reliance on automobile  
5     travel and also to reduce the associated demands  
6     that automobiles have like parking, both  
7     off-street, on-street and structured parking.

8             There have been many studies that have looked  
9     at fixed guideway transit in the Downtown area and  
10    Uptown area. I think we counted that there were  
11    approximately 13 that had recommended some kind of  
12    transit improvements along this general alignment.  
13    Currently this project is listed in the long-range  
14    plans of the City of Cincinnati. The Southwest  
15    Ohio Regional Transit Authority has supported and  
16    incorporated this project in their long-term goals  
17    for transit expansion. And it's also a key  
18    component of OKI's regional transportation plan and  
19    is part of the Transportation Improvement Plan for  
20    the region. The Transportation Improvement Plan is  
21    a list of all the projects that the region is going  
22    to undertake to try to advance its transportation  
23    requirements.

24            In 2007 the City of Cincinnati authored a  
25    feasibility study to look at the possibility of

1 putting streetcars on some of their streets. The  
2 City of Cincinnati had nearly 200 miles of  
3 streetcars back as late as 1950. And so what the  
4 goal was was to try to reintroduce streetcars into  
5 the areas that would benefit from them and also be  
6 consistent with local transportation plans and  
7 other projects that are ongoing.

8 The other thing was is that major activity  
9 centers were identified. If you look at the dots  
10 along the alignment, one of the goals was to try to  
11 provide streetcar access to as many of the major  
12 activity centers in the Downtown area so that  
13 someone could come to Downtown for a baseball game  
14 or something like that and take advantage of  
15 restaurants or take advantage of restaurants and  
16 then use Music Hall, things of that nature.

17 People talk about NEPA. NEPA is the National  
18 Environmental Policy Act which sets in motion a  
19 series of studies to determine the environmental  
20 impact of any project that has federal funds in it.  
21 The purpose of that is to make sure that the  
22 environmental impacts are measured, studied, known,  
23 and that they can then be mitigated and to consider  
24 what social and socioeconomic impacts a  
25 transportation project can have on its community.

1     FTA, as a funding agent in this particular project,  
2     must act in the greater public interest and know  
3     what the impacts are associated with any of the  
4     projects that it funds.

5           As part of that, an environmental assessment  
6     was prepared which actually quantify -- measure and  
7     quantify the impacts of this project in a  
8     socioeconomic basis. What are the economic  
9     impacts, what are the social impacts, what are the  
10    community impacts for several alternatives. The  
11    first being the no build alternative. The no build  
12    alternative means that only those projects which  
13    are currently planned to be funded are part of the  
14    no build. No build means -- does not mean that  
15    you're going to do nothing; it means that you are  
16    simply comparing the baseline as the projects that  
17    are currently planned. These would be bus  
18    expansion, bus improvements, bus replacements,  
19    slight expansions or changes to the routes. The  
20    build alternatives that were considered really are  
21    two. And we'll talk about those in just a minute.

22           The process that is undertaken is that the no  
23    build is identified and then a community group  
24    identifies the various build alternatives that  
25    might be considered and an environmental assessment



1       then goes through an evaluation of those and a  
2       final recommendation on an alternative is made. It  
3       could be stay with a no build or it could be a  
4       build alternative.

5               During the environmental assessment phase the  
6       impacts are evaluated. Those include basically  
7       mobility, traffic impacts, land use, does the  
8       project have an impact on current or proposed land  
9       use, is the noise and vibration from the project  
10      measurable and does it adverse to the community,  
11      are there impacts to national resources such as  
12      wetlands and that type of thing, are there any  
13      hazardous materials that are generated or uncovered  
14      by the project, and then are there impacts to  
15      cultural resources. Given this project goes  
16      through a significant historic district in the  
17      community, what are the actual impacts of those  
18      cultural resources. And, of course, what's the  
19      visual impact and is safety and security provided  
20      by the project. There's also things which are  
21      secondary and cumulative effects which are things  
22      that are not a direct cause of the project but  
23      something that might be foreseen to occur as a  
24      result of the project. And then the final thing is  
25      after all of those things have been measured and

1     quantified we have public meetings, the  
2     environmental assessment is posted and made  
3     available for people to review.

4             The study area is the area which these  
5     environmental impacts are assessed. In this  
6     particular project we are looking at an alignment  
7     on Main and Walnut in the Downtown area and on Race  
8     and Elm in the Over-the-Rhine area with connections  
9     on 12th Street and Central Parkway east and west,  
10    and then also connections to the Uptown going up --  
11    the Uptown area going up Vine Street or going up  
12    Corry -- going up -- I'll get to it in a minute,  
13    sorry. The other thing we looked at is two  
14    connections into that Uptown area for a potential  
15    loop at a future date.

16            The two alternatives are very similar in their  
17    Downtown connections being on Main and Walnut, Race  
18    and Elm, and 12th and Central Parkway. The one  
19    goes up Vine Street and the other one goes up West  
20    Clifton, the idea being connecting into centroids  
21    of population up in the Uptown area.

22            The type of vehicle that is being proposed is  
23    a relatively small electric streetcar. The design  
24    is to basically provide mobility for patrons who  
25    are either standing or sitting, as well as those

1     whose mobility is impaired and are using either  
2     wheelchairs, walkers or canes.

3             The vehicles would run and share traffic with  
4     other cars or with trucks or with buses, so it's  
5     not -- a lane is not taken for this. It's running  
6     within the existing traffic. And that there would  
7     be approximately 22 stops that would be placed at  
8     every block or two blocks along the alignment.

9             These vehicles are powered electronically from  
10    an overhead cable, relatively small diameter cable  
11    called a catenary. The electricity is provided out  
12    of generating facilities that are existing. The  
13    cable is held over the lane that the streetcar is  
14    driving in by poles that look like a street light  
15    which hold the electrical wire for the system. The  
16    pantagraph is the device that connects the  
17    streetcar's power system to the electrical supply  
18    line and it adjusts going up and down. There would  
19    be four substations that would take power off the  
20    electrical grid provided currently by Duke Energy,  
21    step that down to a voltage that the streetcar  
22    could use. And then there would be a maintenance  
23    and storage facility where the vehicles are stored  
24    when not used or when they are being cleaned or  
25    when a regular routine maintenance is performed.

1           The proposed plan includes seven streetcars,  
2     five of which would be in continuous operation 365  
3     days a year for 18 hours a day. It would also  
4     include two spares to make sure that if a vehicle  
5     is taken out of service for repair or has some  
6     other item that needs to be done, that there would  
7     be a vehicle to continue that service on a regular  
8     basis.

9           The vehicles are ADA compliant. Any  
10    transportation project must be now barrier free so  
11    that someone who has a mobility impairment is not  
12    impaired by any kind of a barrier like a curb or  
13    anything of that nature. If you look at the  
14    motorized vehicle there, it is driving over what's  
15    called a bridge plate, which provides continuous  
16    ramp from the curb into the streetcar. And then  
17    inside the streetcar there are areas where people  
18    who have walkers or who have a cart like this can  
19    actually park their vehicle and lock it down so  
20    they have good accessibility. At each of the  
21    locations where the stops would be the vehicles  
22    would pull up to a bump-out in the curb so that the  
23    vehicles are staying in their lane and the curb and  
24    sidewalk come out to meet it, so then the bridge  
25    plate can reach out to that so that there's good

1 continuity.

2 The project also includes shelters, benches,  
3 lighting and signs, as well as security systems,  
4 closed circuit TV and things of that nature to make  
5 the supervision and safety a key component of the  
6 success of the project.

7 The streetcars would operate 18 hours a day on  
8 varying headways. That's the time between when the  
9 vehicle leaves and the next one arrives. But they  
10 would be on a regular basis, so someone walking to  
11 a stop would know that if they waited, if there's  
12 not a vehicle there, then that if they wait five or  
13 ten or 15 minutes depending upon the headway, that  
14 a vehicle will arrive at that location.

15 The maintenance and storage facility is where  
16 light maintenance is done and where the vehicles  
17 are cleaned. Obviously everyone wants to step into  
18 a clean vehicle and they would be cleaned every  
19 day. The facility also includes a control center  
20 for the streetcar. They would be integrated with  
21 bus operations to make sure that there's good  
22 coordination between the time a bus crosses a  
23 streetcar line and when the next streetcar arrives.

24 Three sites were looked at for this to compare  
25 the environmental impacts of those. One was at --

1 Location 1 is at Henry Street. Location 2 is  
2 McMicken. They are at the north end of the project  
3 near Findlay Market. The third location is  
4 underneath the interstate highway system down close  
5 to Great American Ballpark under Fort Washington  
6 Way near the east end of the Riverfront Transit  
7 Center.

8 The alternatives were designed in such a way  
9 that all of the work would be performed essentially  
10 within the existing right-of-way; and that is that  
11 the streetcar lines and tracks would stay within  
12 the existing right-of-way of city streets.

13 The two alternatives have a slight difference  
14 in their grade. Cincinnati is blessed with great  
15 topography which gives great views, but also makes  
16 it difficult for streetcars to climb the grades.  
17 And it also, of course, is difficult when there's  
18 rain or snow or ice on the streets, so grade  
19 becomes a consideration in the feasibility of the  
20 project. Alternative 1, which goes up Vine Street,  
21 is about a 7 percent grade. The other alternative  
22 is about an 8.6 percent grade and it has a turn in  
23 the middle. The Alternative 1 has a shorter travel  
24 time than Build Alternative 2 to get up into the  
25 Uptown area. Both of the alternatives are seen to

1 improve the level of service on the street system  
2 because it would take vehicles off of the city  
3 streets and replace it with people traveling in  
4 streetcars. So, if there are 50 people traveling  
5 in the streetcar during that particular time, there  
6 would be 50 less or so vehicles on the street. So,  
7 that's why it would improve the traffic. It does  
8 have an adverse impact to on-street parking.  
9 Because of the locations of the stops, there would  
10 be some reduction of on-street parking.

11 In each of the alternatives we attempted to  
12 try to combine the streetcar locations with  
13 existing bus stops so that someone could step off  
14 of a bus and step onto a streetcar. The other  
15 thing that that does is it minimizes the number of  
16 locations where parking is taken away for either a  
17 bus stop or a streetcar stop. There's really no  
18 impact to existing bus routes. The idea was that  
19 there would be no changes to the bus system, that  
20 the bus system would actually be enhanced by this  
21 local circulator running through Uptown, Downtown  
22 and up into Over-the-Rhine.

23 There's really no anticipated change in land  
24 use. The existing Downtown area is going to stay  
25 primarily business and commerce. Over-the-Rhine

1 will have some business and commerce.

2 Over-the-Rhine is largely vacant property right  
3 now. About 90 percent of the potential housing  
4 stock and business stock is vacant. And no changes  
5 were anticipated to Uptown caused by the  
6 introduction of this particular transportation need  
7 given that many of Cincinnati's communities were  
8 served by large quantities of large mileages of  
9 streetcars up until about 1950.

10 Looking at displacement, the displacement of  
11 populations or businesses in a project is one thing  
12 that we have to measure, consider and try to  
13 mitigate. In the neighborhoods that are served in  
14 the Downtown area there were no displacements for  
15 either Alignment 1 or 2, and that's because we're  
16 staying within the existing right-of-way. So,  
17 simply this is introducing another type of  
18 transportation within the existing right-of-way.  
19 There was a displacement caused by property  
20 acquisition for the maintenance and storage  
21 facility because it's not on the alignment; it's  
22 placed within the community area. So, in  
23 Locations 1 and 2 there would actually be placement  
24 of a maintenance and storage facility within the  
25 community. The third location underneath the



1 interstate would not have any displacements at all  
2 because it's existing right-of-way.

3 One of the things that is important in  
4 considering transportation improvements is impacts  
5 to community facilities. Those would be schools,  
6 hospitals, cultural facilities, parks, things that  
7 the community wants to use and preserve. So, in  
8 each of the alternatives the consideration for  
9 access to things like Washington Park, Inwood Park  
10 and some of those things which are important to the  
11 community, the impacts by the streetcar were  
12 considered and measured. In both cases access was  
13 directly provided by the streetcar and no adverse  
14 impact to the parks or any of the other public  
15 facilities were caused by the introduction of the  
16 streetcar. Again, that's largely because we're  
17 staying within existing right-of-way and there's no  
18 adverse impact or taking of any of the public  
19 facilities in that area.

20 One of the important parts of this project is  
21 economic development. Any project can have an  
22 adverse or a positive economic impact on its  
23 surroundings. Given that much of Over-the-Rhine is  
24 vacant, it only has 5,000 residents, it originally  
25 had nearly 50,000 residents, the intention here to

1 try to provide an enhancement to that area so  
2 private property owners will reinvest in the  
3 community and that population will grow without  
4 having to go build new surface or structured  
5 parking facilities. If you go look at  
6 Over-the-Rhine of 50 years ago there were really no  
7 empty spots in the build faces. When it was built  
8 automobiles really weren't active in that area so  
9 the buildings were side by side with no empty  
10 spaces. With the introduction of the automobile  
11 initially, places to sell automobiles were  
12 introduced, places to service automobiles, gas  
13 stations and eventually parking lots were built in  
14 that area and to do that buildings were torn down,  
15 so what you see now in Over-the-Rhine, if you see  
16 in some of those areas you'll see a building face  
17 that's very rough on one side and that's because  
18 there used to be a building there and now there may  
19 be a vacant lot or parking.

20 One of the benefits of this project is in  
21 Over-the-Rhine. Many of those properties that are  
22 vacant pay no property taxes because they're  
23 basically seen from a tax standpoint as only for  
24 their land value. So, the idea of redeveloping  
25 this area into 5 or 6,000 new dwelling units would

1 allow for the growth in property taxes in those  
2 areas. Those vacant buildings would be redeveloped  
3 either into businesses or into residential dwelling  
4 units and those would begin to pay property taxes  
5 on the community. So, that would also have a  
6 positive impact because this introduction of the  
7 streetcar will accelerate the redevelopment in that  
8 area; it will also reduce the numbers of buildings  
9 that are torn down for surface parking. Buildings  
10 that are torn down for surface parking generate no  
11 property tax values of any consequence.

12 Environmental justice is now a federal  
13 requirement on all projects. Environmental justice  
14 is basically a measure of whether the benefits that  
15 accrue from a transportation improvement are  
16 measured and compared to the adverse impacts that  
17 occur, and are the people that benefit from the  
18 transportation improvement the same ones that are  
19 adversely affected by it so that if someone is  
20 living in a neighborhood they are not  
21 disproportionately suffering from the impacts of  
22 any transportation project. The most extensive  
23 would be say that you have a residential population  
24 of disadvantaged people and you decide that's where  
25 you're going to put your highway. So, people who

1 are not necessarily benefiting from the highway  
2 because they have no automobile are having to take  
3 many of the impacts from air, noise and so on from  
4 the highway project as well as the displacement of  
5 the population. So, now it's a federal law that we  
6 have to look at environmental justice issues.

7 The majority of this project is actually in an  
8 environmental justice target area because many of  
9 the people who live in Over-the-Rhine are  
10 disadvantaged economically. So, given that, we  
11 paid special attention to the environmental justice  
12 issues in Over-the-Rhine. Because, again, we're  
13 staying within the existing right-of-way, there's  
14 no disproportionate or adverse impact caused by  
15 being in the right-of-way.

16 The other thing is that people ask about  
17 gentrification. While there will be some  
18 improvement in the building values there, there  
19 will also be an expectation by the City that market  
20 and subsidized housing would be part of the  
21 redevelopment in the area and that there is  
22 sufficient housing stock there and elsewhere that  
23 people could easily either move into that area who  
24 are not there presently or find relocation  
25 opportunities if their building is redeveloped.

1           In looking at air quality, the fact that this  
2           is an electric transit vehicle and it's reducing  
3           the number of automobiles that are driving on the  
4           streets, there is an anticipation that air quality  
5           would actually be improved, that the power plant  
6           where the electricity is generating is already  
7           collecting the air pollution from the modest amount  
8           of electricity and the number of vehicles on the  
9           alignment would be reduced.

10          There's no significant noise or vibration  
11          impacts from this. You do hear a little bit of  
12          wheels squeal when the vehicles go around the  
13          curve, but generally they're steel wheels on steel  
14          rails so there's relatively little vibration,  
15          relatively light and quiet.

16          There's no natural resources within the area.  
17          That means wetlands or protected trees or wildlife  
18          in the area. It's a heavily developed, denser area  
19          that's been occupied for nearly 200 years, so  
20          there's no impact and no resources of that types of  
21          endangered species or any other ecological  
22          resources. And the reduction in the consumption of  
23          fossil fuels is actually a positive impact on the  
24          environment.

25          Over-the-Rhine is one of the largest

1 collection of historic buildings in the country.  
2 We're very fortunate to have it. But it also  
3 creates an evaluation criterion for any  
4 transportation project to look at whether this will  
5 have an adverse impact on that. There are 32  
6 pieces of property there that are listed on the  
7 National Register of Historic Places. Much of  
8 Over-the-Rhine is listed on the National Register  
9 of Historic Places as an historic district. So,  
10 what we tried to do in development of the alignment  
11 is really minimize any of the impact on the  
12 historic districts by staying away from them and by  
13 going in areas where this had already been served.  
14 If you stand out, for example, in front of Music  
15 Hall you can still see where the tracks are that  
16 were there going right in front of Music Hall in  
17 essentially the same alignment other than where the  
18 stop is.

19 The impacts are really limited to visual  
20 effects. We will have a new streetcar there, so  
21 it's not a vintage trolley which is what rode in  
22 those areas for a long time. There will be impacts  
23 from the overhead wires and from the shelters  
24 because the shelters will likely be of a  
25 contemporary design. There's no attempt to try to

1 design these as old or historic looking shelters or  
2 catenary poles. If you drive around Cincinnati,  
3 many places where you see the steel telescoping  
4 poles with the orange band around them that mark  
5 transit stops for Metro, those are actually the old  
6 trolley poles where the catenary was suspended by  
7 span wire from place to place. So, many places if  
8 you look around if you see a pole that's about that  
9 big around and it's painted green up about 10 feet,  
10 it's welded and has an orange stripe around it,  
11 that's one of the old trolley poles. And many of  
12 them have been adapted for street lighting, for  
13 signaling and also to mark the transit locations  
14 for Metro stops.

15 The picture on the right shows what much of  
16 Cincinnati used to look like when we had the  
17 streetcar alignment. These were the old types of  
18 streetcars that had the little wheel on it and the  
19 pantagraph went up to actually connect that. So,  
20 there has been a long history of overhead wires in  
21 the City.

22 Section 4(f) requires us to evaluate impacts  
23 to publicly owned parks, wildlife areas, anything  
24 that might be considered eligible for listing on  
25 the National Register of Historic Places. We also

1 want to make sure that the publicly owned parks  
2 really are enhanced by the introduction of these  
3 transportation projects. And it's determined that  
4 in this particular case there's no impact to the  
5 parks, but there might be some impact to the  
6 historic resources. That would be redevelopment of  
7 vacant properties. There's also, again, the  
8 possibility for visual impacts.

9 One of the things that one must consider in a  
10 project is the safety aspect of it. If you're  
11 designing a highway you want to make sure it's a  
12 safety improvement. The safety on a transit  
13 project is no different. We want to make sure that  
14 the alternatives that are being proposed are safe,  
15 reliable. In this particular case -- and this is  
16 something that Metro is going to -- many of the  
17 vehicles will have closed circuit TV on them. The  
18 stops will all have closed circuit TV. The  
19 vehicles themselves are lit at night and they're  
20 very transparent so police and safety officers in  
21 the area can see what is going on inside the  
22 vehicles and outside of the area. The other thing  
23 that happens in well lit areas, the likelihood of  
24 unsafe activity happening is diminished by the  
25 introduction of cameras and also the introduction



1 of people, which this project would do.

2 The visual impacts, as I mentioned, are  
3 relatively small in nature. The introduction of  
4 the shelters obviously had a visual impact. The  
5 overhead wires and catenary will also have some  
6 impact, mostly visual. There would be catenary  
7 poles that are introduced. And it was determined  
8 with the help of the Historic Preservation people  
9 that the shelters themselves would not have an  
10 adverse visual impact.

11 So, in conclusion, both of the alternatives,  
12 both of the alignments that we're discussing, do  
13 meet the purpose and need. So, we have met that  
14 first step. There are relatively few differences  
15 in the build alternatives given that much of the  
16 Downtown and Over-the-Rhine alignments are common  
17 and that the service alignments up in the Uptown  
18 serve largely the same areas. There are a couple  
19 of differences in the impacts from the maintenance  
20 and storage facilities for those locations, but  
21 they're relatively small and comparable in nature.

22 The recommendations for the project is to take  
23 the alignment of Vine Street that makes a better  
24 future connection for the circulator up in the  
25 Uptown area. It's straighter, it's a shallower

1 grade going up there and a more direct route into  
2 the Uptown area. West Clifton was discarded  
3 because as you go up West Clifton it has a turn in  
4 the middle and it's steeper, which makes it more  
5 difficult when it's wet or when there's snow or ice  
6 on the street for the streetcar to make that turn.  
7 Also importantly, what has to go up the hill has to  
8 come down; and as any of you who have ever to step  
9 on wet leaves, trying to stop is difficult. So,  
10 trying to reduce the grade is an important  
11 consideration.

12 The projected time line is as follows. The  
13 environmental document has been under preparation  
14 for approximately a year. Many reviews of prior  
15 documents looking at what the impacts have been  
16 written about, that material is available to you on  
17 the City's website or in those public places  
18 mentioned earlier. Your public comment period runs  
19 through April the 21st. Again, we'll have an  
20 opportunity for you to make a statement if you'd  
21 like. If you'd prefer to make a written statement  
22 you can do so on this, you can leave it here, or  
23 you can mail it in and it will be considered up  
24 until April the 21st. All of the comments that are  
25 given over the life of the project are then written

1       into the environmental assessment as an appendix  
2       and each of those are addressed if they are  
3       specific or if they're a type of a sponsor comment  
4       then those are given kind of a general answer, but  
5       every comment is read and addressed in the  
6       environmental assessment.

7           It's anticipated that the Federal Transit  
8       Administration will issue a finding of no  
9       significant impact. That's the best answer that  
10      you can get when you're doing a project, is that it  
11      has no significant adverse impact, and that is what  
12      this project is most likely to get. That will be  
13      issued sometime in early summer of 2011. Assuming  
14      that the City and SORTA decide to move forward on  
15      the project, construction could begin on the  
16      maintenance and storage facility in 2011. That  
17      starts first because when the vehicles are  
18      delivered they need to have a place to go while the  
19      track is under construction. And then the track  
20      construction would start on a couple different  
21      locations in fall of 2011 with an anticipated  
22      opening date of sometime in 2013.

23           I want to thank you for being such patient  
24      listeners to the presentation tonight. We are  
25      going to have an opportunity for you to make a

1 statement here. If you do so I'd like for you to  
2 state your name. And then if you'd like to ask a  
3 question or make a comment, I will do my best to  
4 answer them. We are going to limit the comments to  
5 two minutes, and if you'd like to add more you can  
6 put it in a written statement.

7 Does anyone have any questions or comments?  
8 Does the little one have a wish to express? We'll  
9 build it so that he can ride it. Any comments? As  
10 I mentioned, you'll be able to make a written  
11 comment all the way through April the 21st and you  
12 can do it on this form you can submit it to the  
13 City of Cincinnati or make -- yes, sir.

14 MR. MECKLENBERG: I do have a question.

15 MR. CRAIG: This is my able assistant Vanna  
16 White.

17 MR. MECKLENBERG: Jake Mecklenberg. My  
18 question is in the case of special events and  
19 especially Reds games would additional streetcars  
20 be put in operation for large events like that when  
21 they let out? Because I lived in Boston and they  
22 used to do that for Redsocks games.

23 MR. CRAIG: In case you didn't hear it, is  
24 there special event staging for events like Reds  
25 games. Yes. Typically what would happen would be

1 the cars would queue you along the alignment near  
2 the time that the Reds game would be let out so  
3 that people could walk to the streetcar location,  
4 get on a vehicle and move out. Many places,  
5 Baltimore, San Diego, provide special event  
6 staging. Tim, Metro provides special events  
7 staging now for games, too, as well; don't they?

8 UNIDENTIFIED SPEAKER: They used to.

9 MR. CRAIG: Also if you watch on Second Street  
10 at baseball games you quite often see TANK buses  
11 queuing there right there on the south side of  
12 Second Street. We'd anticipate probably queuing  
13 either on Second Street or probably more likely on  
14 Walnut and at Ted Berry Way assuming that the  
15 alignment goes down into that location, and they  
16 would simply come out and allow people to board at  
17 that location. If you're familiar with the  
18 ballpark there's a place where most of the people  
19 exit out through the Rose Garden. It's likely that  
20 you want to stage away from that so that people  
21 don't provide a crush load immediately on the car  
22 or the car trying to go through that is not trying  
23 to drive through a crowd of people walking across  
24 the tracks. Did that answer your question  
25 adequately?

1           Yes, ma'am. Are you speaking for yourself or  
2           him?

3           MS. MEYERS: I'll just speak for myself,  
4           although I'm sure he has the same question. My  
5           name is Kristin Meyers (sp.). This is kind of a  
6           stupid question, but where you pick up the  
7           streetcar at the stops, will there be some sort of  
8           indication as to how long it is until the next car  
9           arrives? I know in some cities where they have  
10          this type of setup or like a subway system there  
11          will be like a time clock that says, "Three minutes  
12          until the next train."

13          MR. CRAIG: Yes. Typically what they have is  
14          next vehicle technology or next bus technology, and  
15          it can either be digital or audible. Typically if  
16          you put one in you have to put the other in because  
17          of ADA requirements. Anyone who's visually  
18          impaired obviously can't read and anyone who's  
19          hearing impaired can't hear an audible sound. So,  
20          the idea would be to have those at those locations.  
21          And then also what's happening with technology now,  
22          if you have a smart phone many of these vehicles  
23          have GPS on them so they know where the vehicle is  
24          and you can click on your I-Phone and it will tell  
25          you at that stop when the next vehicle is coming.

1           In the more developed systems they're starting to  
2           do it. You can also do it on Google Transit.

3           That's a great question.

4           Any others? Yes, sir.

5           MR. WALKER: Larry Walker. I had a couple  
6           people mention to me that as they're going through  
7           Over-the-Rhine or something people are going to  
8           find the streetcar and get robbed.

9           Q     Safety is a consideration. And every  
10          streetcar has an operator on it. There will be TVs on  
11          it. And generally Over-the-Rhine is one of the more  
12          heavily policed areas. The incidence of transit safety  
13          violations is relatively small compared to the general  
14          population. The other thing that happens in  
15          Over-the-Rhine is much of the crime activity is not  
16          generated in Over-the-Rhine; it's from people who are  
17          coming there from elsewhere. The more that we can do to  
18          increase the population of well meaning citizens and  
19          residents, that element will tend to move and they'll  
20          move elsewhere into the community unfortunately, but  
21          they tend to go where people are not. And so the fact  
22          that prying eyes and reporting of events will probably  
23          diminish that. It's not to say they won't occur. But  
24          you do have an operator who has an emergency switch,  
25          usually has typically an audio connection directly with

1 the control center. So, it would be really no different  
2 than what happens on city buses now. But it's a  
3 consideration. The operator does have the ability to  
4 put police on these vehicles. In some cities  
5 occasionally you'll find transit police jumping on and  
6 off vehicles just so they show their presence.

7 Any other questions or comments? I want to thank  
8 you all very much for coming. There's nothing worse  
9 than doing a presentation and having nobody to listen.  
10 Thank you very much for coming.

11 (PUBLIC HEARING CONCLUDED AT 7:45 P.M.)  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25



STATE OF OHIO )

COUNTY OF HAMILTON )

I, Kelly A. Graff, do hereby certify that I was authorized to and did stenographically report the foregoing proceedings and that the typewritten transcript is a true record of said proceedings.

Dated this 27th day of April, 2011.

  
Kelly A. Graff

## **Transcripts for April 14, 2011 Hearing**

CINCINNATI STREETCAR PROJECT  
CINCINNATI, OHIO  
PUBLIC HEARING

APRIL 14, 2011  
5:00 P.M.

CITY HALL  
COUNCIL CHAMBERS

1 (Statement by Joan Kaup.)

2 MS. KAUP: My name is Joan Kaup. The last  
3 name is spelled K-A-U-P. I live at 1201 Jackson Street in  
4 Over-the-Rhine. And I wanted to give my verbal support for  
5 the streetcar. I've been fortunate enough to travel and  
6 experience this transportation in other cities. It connects  
7 people with places and people with people. It is a  
8 transportation means for people to get from their home to  
9 work, to a place of entertainment, to take their kids to  
10 school, to the doctor, to buy their groceries, to have a  
11 nice meal out. It serves the needs of the people.

12 I've also seen it as a means to connect people to  
13 people. All sorts of people ride the streetcar -- need a  
14 streetcar. And you can't help but find yourself becoming  
15 familiar with one another, opening conversations, initiating  
16 dialog. It is a way to animate our streets, our sidewalks,  
17 bring our people together, advance our neighborhood, not  
18 only in the development of business, but in the development  
19 of a sense of neighborliness.

20 It's more compelling to invest in buildings and  
21 businesses on a permanent transportation line that is  
22 embedded in the street than it is to invest in a location  
23 that you hope the bus route will remain. The permanence of  
24 the track is a compelling component for the investment of  
25 new dollars, new resources and new energy into our city.

1           For all of these reason and more, I look forward to  
2       this, the Cincinnati streetcar. Thank you.

3                       (Conclusion of statement of Ms. Kaup.)

4                       (Statement of Rick Pender.)

5           MR. PENDER: The first name is Rick, R-I-C-K,  
6       the last name is Pender, P-E-N-D-E-R. I live at 1201  
7       Jackson Street in Over-the-Rhine, right across from the Art  
8       Academy and close to where the streetcar route will come  
9       through. I am a big and long-term supporter of the  
10      streetcar. I feel very strongly that this will be an  
11      important addition to our city and our city's economy. It  
12      is not simply about transportation, although that is an  
13      important issue, but it will strengthen the economy of  
14      downtown and Over-the-Rhine to have this important  
15      transportation facility available to us. My wife and I  
16      invested in a building because, in part, it would be close  
17      to the --

18                   MR. CRAIG: In just a minute we're going to  
19      have a short presentation, one at 5:30 and one at 7:00, and  
20      we will allow you, of course, to ask questions or make any  
21      comment should you so decide.

22                   MR. PENDER: -- close to the growing viability  
23      in Over-the-Rhine.

24                       (Mr. Pender interrupted.)  
25

1 (Beginning of public hearing.)

2 MR. CRAIG: My name is Fred Craig with Parsons  
3 Brinckerhoff. If you have one of the brochures, that gives  
4 you an outline of some of the important features of the  
5 project. There's also a sign-in sheet. If you'd like to  
6 submit a written comment on the project, we'd like you to do  
7 that. You may also go over to the court reporter and she  
8 can transcribe a written comment if you don't want to write  
9 one down. So please feel free. We are here to give you the  
10 opportunity to make comments on the project and to solicit  
11 your input on it.

12 Okay. I'm going to talk to you a little bit about  
13 the streetcar project. This is the project that is  
14 sponsored by the City of Cincinnati and the Federal Transit  
15 Administration. It is to design and build a 4.9 mile modern  
16 streetcar system beginning down in the Banks and the  
17 riverfront, going through the central Corry area of Downtown  
18 Cincinnati, across Central Parkway and up into  
19 Over-the-Rhine and eventually connecting on up into Uptown.

20 The purpose of today's hearing is to present the  
21 alternatives to you that have gone through the screening  
22 process and to give you an opportunity to comment on those,  
23 if you so choose. This is part of the environmental  
24 assessment portion of the project. The environmental  
25 assessment is a document that is available to you either

1 on-line, connected to the city's web site, there are copies  
2 of it here in City Hall, and then, also, there are copies in  
3 the libraries and neighborhood and community centers.

4 Transportation projects all have a purpose and  
5 need. The purpose and need for this particular project is  
6 to improve the kind of activity of the downtown area with  
7 Uptown and Over-the-Rhine. The reason for that is that the  
8 existing transit system, which is a bus operation, is more  
9 regional in nature and does not connect the study area in  
10 the same way that the streetcar project would. The existing  
11 transportation system also does not support the intended  
12 goals of the project as well as the streetcar project would.  
13 It's also there to help try to promote a liveable community.

14 The project's purpose and need is to try to connect  
15 the jobs and the places that people are in that attract high  
16 numbers of population and also to attract redevelopment  
17 along the corridor that has been chosen for the streetcar.  
18 In the areas that were chosen, the idea is to try to promote  
19 as much residential and business activity along the corridor  
20 and also to make Cincinnati a more walkable and more urban  
21 friendly area. It would also try to connect to the existing  
22 bus network and reduce the dependence on the automobile and  
23 some of the parking requirements associated with that.

24 One of the goals of the project is to provide a  
25 safe and efficient and economical transportation system

1     that's an alternative to the automobile. The goal also is  
2     to help to try to promote regional economical development  
3     along the areas that are underdeveloped, such as  
4     Over-the-Rhine, and also to reduce the requirements for  
5     parking in some of the residential redevelopments that are  
6     planned for Over-the-Rhine and the downtown area.

7             By way of background, this particular transit  
8     project has been studied by, approximately, or incorporated  
9     in about 10 different transportation planning projects that  
10    have been undertaken over the last 15 years. It's listed in  
11    plans that have been adopted by the City of Cincinnati, by  
12    the Southwest Ohio Regional Transit Authority, and other  
13    regional entities such as the Ohio/Kentucky/Indiana Regional  
14    Council of Governments. It's currently listed in the 2008  
15    and 2011 transportation improvement plan, also known as the  
16    TIP. The project is -- arose from a feasibility study that  
17    was conducted in 2007. Basically, it looked at the study  
18    area of characteristics, major activity centers that are  
19    along streets in the City of Cincinnati, it looked at  
20    existing transportation networks, and then it also looked at  
21    the streetcar project in the context of local plans and  
22    other projects that were planned.

23            On the screen here, the dots are places of  
24    importance, such as Music Hall, Finley Market, the various  
25    Federal buildings downtown, the School for Creative and



1 Performing Arts. So the alignment is designed to try to  
2 reach as many of those locations as possible.

3 The environmental assessment springs out of the  
4 National Environmental Policy Act. The National Environment  
5 Policy Act is an act that was created to require an  
6 environmental evaluation from any Federal action, any  
7 Federal action being the action of the Federal government or  
8 the indirect action of the Federal government through its  
9 funding of projects. Basically, what the idea is here is to  
10 try to really determine what are the environmental impacts  
11 of an investment of Federal money in the region. And so the  
12 Federal Transit Administration, who's the sponsor of this  
13 project, and the City of Cincinnati are really measuring the  
14 economic and social economic impact of the project to  
15 determine what the community impacts would be if the project  
16 is to go forward and to try to make sure that the  
17 environmental impacts are understood and, if severe, can be  
18 mitigated. This particular project is having an  
19 environmental assessment written about it. You've heard  
20 about environmental impacts being written. This is actually  
21 an environmental assessment, but it's very similar to an  
22 environmental impact statement. Basically, the  
23 environmental assessment is looking at three different  
24 alternatives, the first one being a no build alternative.  
25 No build doesn't mean that you're going to build nothing, it

1 simply means that -- the no build is that the existing  
2 projects that are currently in the plan are the baseline to  
3 which compare the improvement, which are the two build  
4 alternatives that I will describe for you in a moment.

5 The purpose in the evaluation process that is  
6 undertaken in this environmental assessment is to look at  
7 the no build and the build alternatives and to compare them  
8 to look at the environmental impact and then to look at the  
9 design and the cost of each of the alternatives. The  
10 environmental assessment, after going through all of the  
11 evaluations and the environmental impact and whether the  
12 project actually serves the purpose and need will recommend  
13 a preferred alternative. That preferred alternative then is  
14 reviewed and ultimately approved and, theoretically, is  
15 built. During the environmental assessment process, traffic  
16 impacts, transportation, land use, social economics,  
17 environmental justice, that is the displacement of  
18 disadvantaged populations, noise and vibration, impact to  
19 natural resources, safety, all of those things are looked at  
20 and quantified based upon processes that are generated out  
21 of other environmental regulatory processes. The other  
22 thing is is that there's a great deal of public involvement.  
23 Your-alls attendance tonight is part of the environment and  
24 the public involvement process. There's also an advisory  
25 committee that has provided input. And then we also get

1 written statements from a variety of sources who are writing  
2 on behalf or to speak about the project.

3 The study area is about 4.9 miles in length. It's  
4 approximately three blocks wide or four blocks wide. The  
5 northern limit of the project is Corry Street up in Uptown,  
6 the southern most limit is Ted Berry Way down in The Banks.  
7 Basically, the study area consists of an area just east and  
8 west of each of the parallel alignments.

9 The route alternatives are based on the study work  
10 that was done in the 2007 alternatives analysis. That  
11 alternatives analysis was based on a number of other studies  
12 that had been generated over the last decade. The Build  
13 Alternative 1 and Build Alternative 2 share the common route  
14 alignment of Main and Walnut in downtown and Race and Elm in  
15 Over-the-Rhine, with a common connection at 12th Street and  
16 Central Parkway. It looks like a figure eight that's been  
17 shifted off. So the common area is what's in the blue line,  
18 and that is common to both of the alternatives. Alternative  
19 1 actually follows, then, Vine Street to go to Uptown. It  
20 would go north on Vine Street, have a piece of tail track on  
21 Corry, and then return south on Vine Street and connect near  
22 Finley Market.

23 Alternative 2 has the same downtown basic loop that  
24 Alternative 1 does, the only difference is that the  
25 alignment into the Uptown area follows West Clifton, which

1 is that road that is just, again, kind of northwest of  
2 Finley Market and had the bend and heads north up into the  
3 Uptown area.

4 The project would have a 4.9 mile streetcar line on  
5 two parallel streets that would connect downtown Cincinnati  
6 to the Uptown area through Over-the-Rhine. The streetcars  
7 are modern street cars that would operate and share traffic  
8 with other cars, trucks and buses that are in the downtown  
9 area, so it doesn't take a lane as a distinct transit  
10 alignment. It simply runs in traffic with all of the other  
11 vehicles that are there. The recommended vehicle is a  
12 small, electrically powered vehicle that operates within  
13 city traffic, stopping at about 22 stops along the  
14 alignment. These are electrified vehicles, so the power  
15 supply comes from an overhead power supply called a  
16 catenary. The catenary is suspended overhead on poles which  
17 hang out over the street, and that's how the electrical  
18 vehicle gets its power. The power passes through the  
19 vehicle through its electric motors and it's grounded  
20 through the wheels on the track on the street. If you look  
21 around Cincinnati, Cincinnati had close to 200 miles of  
22 streetcar and trolley in the mid-50s. If you look around  
23 the city, you'll see many of these green poles with the  
24 orange stripes around them, those are the old transit poles  
25 that were part of the original system that Cincinnati had

1 and many of them have been adapted for stop locations for  
2 Metro. They've also been adapted for street signage and  
3 lighting, as well as traffic control signals in the  
4 downtown. So if you drive around downtown and you see a  
5 green pole that looks like a telescope, that's one of the  
6 old transit poles that supported the catenary of the old  
7 transit system.

8 The pantograph is the device with which the vehicle  
9 contacted the power supply. It adjusts up and down and that  
10 is how the power is transmitted from the catenary wire into  
11 the vehicle and into the ground. Each of these projects or  
12 each of these streetcar systems have substations, just like  
13 your own neighbor has a substation. You see overhead wires  
14 that come to a transformer, the transformer comes into your  
15 house to give you voltage at -- or gives you current at 220  
16 amps. These are very similar to that. Electricity is  
17 pulled off the grid from Duke Energy, it comes into a  
18 substation, it's reduced in its voltage and it is -- and  
19 then powers the streetcar in the overhead catenary system.

20 There would be one maintenance and storage facility  
21 for this. Basic maintenance includes cleaning and routine  
22 -- light maintenance on these vehicles. Any heavy  
23 maintenance would probably be done either by removing the  
24 vehicle from service or at a remote location.

25 The system is proposed to have seven vehicles, two

1 would be spares, the rest would run in a continuous  
2 operation, 18 hours a day, 365 days a year, with a fairly  
3 frequent service intervals called headways. One of the  
4 things that's important about all projects now is that they  
5 not provide barriers to or create barriers to people who  
6 have mobility impairment. So as you see on this project,  
7 the gentleman in the motorized wheelchair is rolling off of  
8 the sidewalk onto a bridge plate and into the vehicle. The  
9 bridge plate is the device that bridges the gap in the  
10 sidewalk to the gap in the vehicle and allows barrier free  
11 entry from the sidewalk into the vehicle. Each of the  
12 vehicles have separate areas for people who may need a  
13 walker or a wheelchair or a motorized wheelchair like this  
14 one. At a number of locations where the stops are the  
15 sidewalk will actually bump out into the street so that the  
16 streetcar can pull up to that, stop at that location, and  
17 that is the way that people get from the sidewalk into the  
18 vehicle.

19 The project also has identifiable shelters and  
20 signage so that people know, when they walk up to a  
21 particular location, they can recognize the shelter because  
22 there's continuity in their design. They can walk up to it  
23 and know that is a streetcar coming. Typically what happens  
24 with these shelters is that they will have either audio and  
25 visual identification that tells you when the next vehicle

1 is coming, but, also, these are on a very regular -- propose  
2 to be on a very regular cycle, so if you come to a streetcar  
3 location, you know that, within the next 10 or 15 minutes a  
4 streetcar will arrive to take you along the alignment.

5 The maintenance and storage facility, as I  
6 mentioned before, is a place where the vehicles are stored  
7 when they're not in service and where light maintenance and  
8 cleaning can be performed. They also have a control center  
9 for operations of these vehicle so that if there's a problem  
10 with a vehicle or a vehicle needs to be dispatched for  
11 replacement service, that that is where they are controlled  
12 there. Three sites were looked at for the maintenance and  
13 storage facility. Two of them were in the north end of the  
14 alignment near Finley Market, the third was under the  
15 interstate highway system down at Broadway, just northeast  
16 of Great American Ballpark at the east end of the Riverfront  
17 transit center. The two in Over-the-Rhine, one was at Henry  
18 Street and one was at McMicken, those are at the very north  
19 end of the project near the vicinity northwest of Finley  
20 Market.

21 One of the important functions of this project is  
22 most of it is to be built within the existing right of way,  
23 meaning the city streets of the City of Cincinnati. The two  
24 alternatives, West Clifton and Vine Street getting into  
25 Uptown have differences in the grades, that is the

1 steepness of the street. One has a grade of approximately  
2 seven percent and the other has approximately 8.6 percent.  
3 One of the great things about Cincinnati is our topography.  
4 We have great views because of our hillsides. It also makes  
5 it difficult for transit vehicles to try to climb rails, as  
6 well as regular vehicles when it's snowy or icy. It's also  
7 important to remember that anything that goes up the hill  
8 has to come back down. Any of you who have tried to stop on  
9 a wet street with leaves on it understand the difficulty of  
10 trying to stop a vehicle coming down a hill. So grade  
11 becomes an important consideration. The travel time between  
12 the two locations is also important. The alternative of  
13 Vine Street has a shorter travel time than the alternative  
14 up West Clifton. In both cases, there was anticipated to be  
15 an improvement in the level of service or the performance of  
16 the city streets. If you have 70 people traveling on a  
17 streetcar at a time, that means that there are 70 vehicles  
18 not on the street at that particular time which,  
19 theoretically, will reduce the number of vehicles that are  
20 there. Because of the bump outs and because of the use of  
21 the travel aids, approximately nine percent of the  
22 off-street parking was impacted. This is offset by the fact  
23 that the rehabilitation of buildings in the Over-the-Rhine  
24 area would no longer require quite as much surface parking  
25 or structured parking. So there's some offset between the



1 two of those.

2 In deciding where the stops were to be located for  
3 the streetcar, there was an attempt to co-locate those with  
4 as many bus stops as possible. The reason for that,  
5 obviously, is so that there not separate locations for a bus  
6 stop and a streetcar stop, but, also, so that someone  
7 stepping off of a bus could wait for a minute to get on a  
8 streetcar or someone getting off a streetcar could get off  
9 and wait for a bus. So there's no change or expected impact  
10 to the bus operations as they exist today. Those would  
11 remain as they are. This would be supplemental transit  
12 service. There's no anticipated change in the land use and  
13 zoning. The downtown area of Cincinnati is pretty  
14 well-defined as being business and commerce. Over-the-Rhine  
15 is largely vacant so it would be restored back to its  
16 original land use, which was small commercial and  
17 residential use. Because of the fixed nature of most of the  
18 existing development in the downtown area, there's no  
19 anticipated change to land use or no displacement in the  
20 downtown area. In Over-the-Rhine, because of the fact that  
21 it's a relatively low occupancy area, there would be no  
22 displacements caused by the streetcar project.  
23 Displacements meaning the physical relocation of people  
24 caused by the construction of the streetcar line. Part of  
25 that is because the streetcar line is staying within the

1 existing right-of-way and, also, that anyone who is living  
2 in Over-the-Rhine has a multitude of other housing locations  
3 because of the number of vacant buildings there and also the  
4 availability of replacement housing -- comparable  
5 replacement housing within the region.

6 This is property acquisition anticipated for the  
7 two locations for the maintenance and storage facility in  
8 Over-the-Rhine. Both locations on Henry Street and McMicken  
9 would require the acquisition of a building and the  
10 construction of the maintenance and storage facility. In  
11 the building underneath the interstate down by the ballpark,  
12 there would be no requirement for acquisition of  
13 right-of-way because that area is already publicly owned.

14 One of the important things to consider is the  
15 impact to the public facilities and parks, things like  
16 schools, parks, community centers, rec. centers, swimming  
17 pools, things of that nature. In this particular area,  
18 there are two parks, Washington Park, which is near Music  
19 Hall, and Inwood Park, which is in Over-the-Rhine. These  
20 are areas that are touched by the alignment of the  
21 streetcar. Both of these alternatives actually provide  
22 improved access to the parks and do not require the taking  
23 of any of the park property. So it's determined that there  
24 was no impact to the park property or other community  
25 resources.

1           Economic development is one of the reasons for  
2     proposing the streetcar project. And it's anticipated,  
3     actually, that the streetcar would enhance redevelopment in  
4     Over-the-Rhine and would reduce the requirements for  
5     off-street parking and further demolition of historic  
6     resources in that area. It's anticipated that  
7     redevelopments would occur, that there would be no loss of  
8     tax revenue that's there. Over-the-Rhine is currently  
9     populated at about 10 percent of what it was at its heyday.  
10    It originally had a population of about 50,000 permanent  
11    residents. It currently has a population of about 5,000  
12    permanent residents and about 90 percent of the buildings  
13    there are vacant. Most of those vacant buildings pay  
14    relatively little, if any, in the way of income taxes. So  
15    if the area is redeveloped and new housing is brought in,  
16    private developers would then be paying -- or homeowners  
17    would be paying property taxes. So there's anticipated to  
18    be a significant net increase in the property taxes caused  
19    by this project.

20           Environmental justice requires that the sponsors of  
21    the project look at the impacts to disadvantaged and  
22    minority populations. Because Over-the-Rhine is a target  
23    area for environmental justice, a special attention was paid  
24    to whether this project would cause the displacement of any  
25    of the protected populations who are protected by the

1 environmental justice regulations. As I mentioned, most of  
2 the area in an EJ target area and there are really no  
3 disproportionate impacts in this area caused by the project.  
4 There is some minor impact caused by the maintenance and  
5 storage facility at the second location because there would  
6 be some relocation required by that.

7 Because the vehicles are electrified and would be  
8 taking automobiles off the streets, there should be  
9 improvement in air quality. Granted, they're electrically  
10 powered and there is pollution generated at the power plant,  
11 but that is more easily captured than all of the mobile  
12 sources of vehicles driving around the community, so there  
13 would be a net improvement in air quality. There's not an  
14 anticipated measurable increase in noise and vibration  
15 caused by this. These are electric vehicles so the sound  
16 that you hear is the vehicle going by with the electric  
17 motor and occasionally the squeal of the steel on steel  
18 rails as they turn the corner. And the impact from  
19 vibration is relatively small for several reasons. First of  
20 all, it's a steel wheel on a steel rail, the rails are  
21 mounted in a rubber boot, so there's isolation of vibration  
22 from the vehicle and from the track from the surrounding  
23 area.

24 Because the area is a heavily built urban area,  
25 there are no flood planes, there are no protected

1 environmental areas, there's no threatened or endangered  
2 species in the area and there are no ecological resources of  
3 any measurable consequence there because it's a very old,  
4 very highly developed urban area. There's an anticipated  
5 reduction in fossil fuel consumption and a positive impact  
6 to energy and even the potential for conservation because  
7 people would be riding a streetcar as opposed to driving an  
8 automobile.

9 One of the important factors of this project is  
10 Over-the-Rhine. It has one of the largest collections of  
11 historic buildings in the nation and we're very fortunate to  
12 have it and that it hasn't been completely demolished. It  
13 has 32 pieces of property that are on the national register  
14 of historic places. It is a historic district in and of its  
15 own right and there are really no measurable impacts on the  
16 properties that are either listed or eligible for listing on  
17 the national register of historic places. The impacts are  
18 visual primarily. Given this area had streetcars before, if  
19 you look in front of Music Hall, you can see the old  
20 streetcar tracks directly in front of Music Hall. Often,  
21 when you see the city doing construction in city streets you  
22 see them uncovering streetcar tracks that were there from  
23 the earlier century. It's believed that the impacts in  
24 Over-the-Rhine are primarily visual from the stop locations  
25 that are there. The shelters are contemporary, the vehicles

1 are contemporary. They're not a street trolley that's been  
2 tried to make look antique so it would fit in with the  
3 contemporary vehicles that were in Over-the-Rhine. The goal  
4 is to try to make sure that the impacts are relatively small  
5 in reference to any physical impact to a building by the  
6 attachment of the catenary or the demolition of any building  
7 that would be caused by trying to round the corner with a  
8 streetcar vehicle.

9 As part of the protection for the historic  
10 resources, there is a memorandum of agreement between the  
11 city, SORTA, and the State Historic Preservation Office so  
12 that, if any historic resources are impacted or identified  
13 to be impacted during the project, that consultation would  
14 continue to occur with the State Historic Preservation  
15 Office.

16 As part of the alternative evaluation, one of the  
17 things they have to look at are publicly owned parks,  
18 wildlife management area, historic resources, which I've  
19 mentioned, and to determine whether any of these require  
20 special protection or whether the impacts are so severe that  
21 the project should not go forward. As I mentioned to you  
22 before, no publicly owned parks are going to be impacted by  
23 this project. Actually, access to the parks will probably  
24 be enhanced. The only impacts to the historic resources, I  
25 mentioned to you before, are primarily visual.

1           There is no adverse safety impact anticipated by  
2       this particular project. All of the vehicles will have  
3       onboard security cameras and the -- it's anticipated that  
4       each of the stops will also be -- have a closed-circuit TV  
5       on them or something of that nature. Safety and lighting is  
6       a consideration. The vehicles themselves stay lit and, if  
7       you look at them, have very large windows, so they are  
8       essentially transparent to someone standing on the street.  
9       The other thing is is that, in most systems, they have  
10      police officers or transit officers who step on and off the  
11      vehicles to try to make sure that a sense of safety is  
12      provided. Typically what happens, when you get  
13      redevelopment in an area and you have an increased  
14      population in pedestrians or transit riders, generally, the  
15      level of increase -- the level of safety increases. There's  
16      a very low incidence of safety violations on streetcars and  
17      other transit vehicles in our city.

18           As I mentioned to you, the visual impacts are  
19      mostly low level. There would be new transit poles, there  
20      would be catenary lines overhead and there, of course, would  
21      be stops and shelters built in the area. These would be  
22      similar to shelters that you see in other cities. We have a  
23      few of them here in Cincinnati, but they're really not  
24      determined to have a significant negative impact.

25           Both of the alternatives that have been

1 recommended, those going up West Clifton and that one going  
2 up Vine Street basically meet the purpose and need of the  
3 project. They satisfy the requirements that were set forth  
4 early on in the project. The impacts are essentially the  
5 same in both locations. And the environmental impacts in  
6 aggregate are relatively similar between the two projects.  
7 So there's not one that has a greater environmental impact  
8 than the other. The impacts are very similar.

9 The recommendation then falls to more of an  
10 engineering determination as to which one is more feasible  
11 and more cost effective. As I mentioned to you earlier, the  
12 West Clifton alignment is steeper and, therefore, more  
13 difficult to negotiate. It also has a significant turn in  
14 it as you go up the hill, which means that, going up the  
15 hill, the vehicle has to slow to make the turn, and coming  
16 down, it has to slow to make the turn because it's steep.  
17 Vine Street is comparatively less steep and also a  
18 straighter shot to the Uptown area. So Alternative Number  
19 1, Vine Street, is the one recommended. Location Number 1  
20 is also -- at Henry Street is the recommended location for  
21 the maintenance and storage facility because of operational  
22 and size availability of the site.

23 What our time line right now is, our public comment  
24 period will continue through April the 21st. Tonight is the  
25 last of the public meetings. If you want to fill out a



1 written statement, you can. You can also go to the court  
2 reporter and she will transcribe your comment and it will go  
3 into the public record. So we will also have a microphone  
4 here in a minute if you'd like to ask a question or make a  
5 comment. What will happen next is the environmental  
6 assessment, which is this report, will be issued formally.  
7 All of the comments that have been made over the course of  
8 the project will be answered individually, or if they're a  
9 comment, the comment will be answered in groups, and those  
10 will be published. It's anticipated the Federal Transit  
11 Administration will assign what's called a Finding of No  
12 Significant Impact, meaning that the project has no  
13 significant adverse environmental impact and, therefore, can  
14 move forward without significant mitigation. Pending the  
15 decision by the City of Cincinnati and the Federal Transit  
16 Administration and SORTA to go forward with the project,  
17 it's anticipated that the maintenance and storage facility  
18 would start construction sometime in the fall. The reason  
19 that starts first is because, when the vehicles are  
20 delivered, they need to have a place to go to be stored and  
21 for final assembly. Construction of the tracks would start  
22 sometime in the fall of 2011. It would start in a couple of  
23 locations so that, you know, you have construction going on  
24 on parallel streets. And you don't start at one end and  
25 build to the other end. You tend to build in parallel

1 tracks. With the streetcar opening for operational service  
2 sometime in 2013.

3 I want to thank for you your attention tonight and  
4 for coming to the presentation. If you have any questions  
5 or would like to make a comment, Judy will give you the  
6 opportunity to do so. If you do have a comment, if you  
7 would state your name for the court reporter and then speak  
8 clearly into the microphone so that she can hear what the  
9 statement is and so that, also, your peers in the community  
10 can hear. And if you have questions, I would be glad to  
11 answer them if I can. Any questions or comments?

12 MS. WARMINSKI: Good evening. Margo Warminski  
13 from the Cincinnati Preservation Association. And I'm  
14 pleased to be here tonight and say that the Cincinnati  
15 Preservation is pleased to support the Cincinnati streetcar  
16 project. We think it will bring many benefits to Cincinnati  
17 and to the neighborhoods along the route. It's the first  
18 step in a balanced transportation system that will help the  
19 city thrive in the future and also reduce pollution, the  
20 city's carbon footprint, and of course highway congestion.  
21 But it's also a revitalization opportunity for the historic  
22 neighborhoods along the route that we care very much about.  
23 As Fred said earlier, they're full of vacant and  
24 underutilized buildings. And investors are already buying  
25 property along the proposed route and opening businesses

1     there. But, importantly, constructing the streetcar will  
2     also reduce the need to tear buildings down for off-street  
3     parking. This is a continual problem in inner-city  
4     neighborhoods in Cincinnati that were developed before cars  
5     came into widespread use. We also agree with the report  
6     authors that the visual impact of the streetcar will be  
7     minimal. The streetscapes are already very densely built,  
8     particularly in OTR, they're cluttered with overhead wires,  
9     poles, benches, bus stops, so adding a few more won't make  
10    any difference to the way they look. And substations, too,  
11    would be small and pretty inobtrusive in the location in the  
12    parking lots. Finally, we're appreciate the city's support  
13    for the project and we're glad to see it moving forward.

14           MR. CRAIG: Thank you, Margo. Margo's  
15    organization was very actively engaged in helping develop  
16    the strategy for this project that had a minimal impact to  
17    historic properties. And I want to thank her for her active  
18    participation in the project and also for her comments. Do  
19    we have other comments or questions?

20           MS. KAUP: Hi, my name is Joan Kaup.  
21    I live in Over-the-Rhine and I've had many conversations  
22    about the streetcar. I'm very excited about it coming. I  
23    see a lot of young people here tonight and I am interpreting  
24    your presence as your support, and I'm delighted for that.  
25    This is a wonderful vehicle to make it easier for young

1 people to navigate our city. What I find very interesting  
2 are some of the antidotal conversations I've had with folks  
3 my age or older about how they are looking forward to  
4 retiring into the city and depending on transportation to  
5 get down to where they want to go for dining and  
6 entertainment knowing that, as they get older, it is safer  
7 for them to let go of their cars. And the one couple just  
8 flat out said, we will retire to a city that offers public  
9 transportation, and if Cincinnati doesn't get it, we're  
10 going to have to move out. So not only is this a method and  
11 a plan to attract a creative class, it also retains some of  
12 our very stable and stalwart residents as well. Thank you  
13 for your work on this.

14 MR. CRAIG: Thank you.

15 MR. PENDER: My name is Rick Pender. I happen  
16 to be married to Joan and we own a piece of property up in  
17 Over-the-Rhine, but I also work at Music Hall for Cincinnati  
18 Opera, and our location on the streetcar line on Elm Street  
19 and adjacent to Washington Park where there's, obviously, a  
20 lot of work going on right now and there will be more work  
21 in the future, although if you've read the newspaper today,  
22 you know it's maybe a little longer into the future on Music  
23 Hall, but a lot of great changes happening there and the  
24 streetcar is an important component of continuing the  
25 progress and the momentum to make that happen in that

1 neighborhood and, as Joan said, to make facilities like  
2 Music Hall accessible to people from throughout the downtown  
3 area. It will make everything interconnect much more  
4 effectively. Thank you for all of the work you've done on  
5 this.

6 MR. CLARK: Hi, my name is Dustin Clark. I  
7 was just curious, with the Build Alternative 1, how do you  
8 negotiate the turnaround point? Right now your map lists it  
9 going up past where the Kroger is at the end of Short Vine,  
10 and right now they're just about to start redevelopment of  
11 that square and they have no plans on allowing any  
12 right-of-ways, so how would that be negotiated?

13 MR. CRAIG: The purpose of this particular  
14 design, we are doing an environmental assessment. We have  
15 to have a termination point up there and what this would  
16 actually do would be go up and go into what's called a piece  
17 of pass track, so that the vehicle would pull up, stop, and  
18 then get on the track headed south. I hope it's apparent to  
19 everyone that that's not the termination point, the final  
20 termination point of the streetcar line. It's anticipated  
21 that the city will build a circulator in the U.C./Uptown  
22 area, but for the purpose of our study, we have to have a  
23 stopping point. If you recall, the purpose and need was to  
24 get to Uptown. So for the environmental assessment, to  
25 determine what the environmental impacts are, that is our

1     stopping point. Recognizing that other things that are  
2     going on, the redevelopment of Short Vine, the  
3     redevelopment perhaps of the Kroger site, the casino site in  
4     downtown, the redevelopment of the Banks, many of these  
5     things are in flux, and our project anticipates that  
6     redevelopment will also then cause the change of some of  
7     these alignments in their specifics. This is not the final  
8     design. This is enough preliminary engineering to be able  
9     to determine the environmental impacts so that we can say,  
10    here are the anticipated impacts, knowing that the final  
11    design going up there may change somewhat, just as the final  
12    design of going in, perhaps, of the casino can change. Does  
13    that answer your question adequately? Okay. It's a  
14    stopping point, really, or starting point for the next one.

15           Questions or comments? Going once. Thank you-all  
16    very much for coming. There are people who have name tags  
17    around the room. The boards here describe most of the  
18    details of the project in more detail than I was able to go  
19    into. Also, the details of the project are on-line, all of  
20    the reports that were generated, all of these exhibits are  
21    on-line and available for your inspection with the  
22    connection to the city's web site. So thank you-all very  
23    much for coming.

24                   (Conclusion of 5:00 hearing.)

25                   (Continuation of Mr. Pender's statement.)

1 MR. PENDER: The reason that my wife and I  
2 bought the building in the neighborhood in part was because  
3 of the exciting sort of redevelopment of Over-the-Rhine, and  
4 we see the streetcars being a very important, in fact  
5 essential, component in causing that to happen. And so we  
6 are very excited to see this being there. I also -- I work  
7 at Music Hall. I walk to work from where we live now and it  
8 is exciting to me to see that we'll have additional means of  
9 transportation there to bring people to Music Hall for  
10 performances there and to make use of Washington Park, which  
11 is undergoing significant renovation now, too. I think that  
12 will do it. Thank you.

13 (Conclusion of Mr. Pender.)

14 (Statement of Ms. Gannaway.)

15 MS. GANNAWAY: My name is Debbie Gannaway.  
16 The last name is D-E-B-B -- or, no, the first name is  
17 D-E-B-B-I-E. The last name is G-A-N-N-A-W-A-Y. I own a  
18 business at Finley Market, so I have a vested interest in  
19 this project getting done, but I also see the value of this  
20 system being built that will benefit the entire county. I  
21 have been to enough meetings and presentations to be  
22 completely sold on the idea. I'm constantly talking it up  
23 to customers. I'm constantly talking it up to some of the  
24 other vendors at the market. And the value that this could  
25 add to us as a tourist attraction, as a real life

1 transportation addition, and, mostly, I think, because it's  
2 going to develop an area that's just vacant and fill in the  
3 gaps of buildings that are sitting there staring out at  
4 nothing and could be brilliantly alive with people and  
5 businesses and taxpayers. I guess that says what I want to  
6 say. Thank you.

7 (Conclusion of Ms. Gannaway.)

8 (Statement of Ms. Fay.)

9 MS. FAY: Julie Fay, F-A-Y. I think it's very  
10 important that the streetcar project go forward for  
11 transportation and environmental reasons in order to attract  
12 young people and serve older people and people of the  
13 neighborhood in order to help the businesses which are along  
14 the route or within a reasonable distance of the route. The  
15 primary thing is the economic impact that it will bring to  
16 Over-the-Rhine. Truly a city treasure and historic district  
17 that's very underrated by politicians and media and others.  
18 It's a major asset of our city. We have the opportunity in  
19 our lifetime to help preserve it and enable our children and  
20 grandchildren to enjoy the fabulous architecture, quality  
21 building, the tremendous location close to downtown, close  
22 to the arts for urban living which is economical and not  
23 dependent upon cars and oil. The young adults want to be in  
24 this type of an area. They're not after their father's  
25 Oldsmobile. They're not looking for big cars.



1           Many of the people in our neighborhood, and I'm a  
2       resident and a business owner of Over-the-Rhine for many  
3       years, they're more interested in the experience and the  
4       comradery and the location, the assets, the -- building  
5       stock assets, and Over-the-Rhine is sort of like a little  
6       town within a city and it deserves to be supported. The  
7       people who are doing the work there are doing a service for  
8       the whole region and we're only caretakers of those  
9       buildings for awhile and then it's someone else's turn, the  
10      next generation. And we need to preserve these for them.  
11      And the streetcar, again, is an asset that, in many other  
12      cities, has encouraged economic development along the route  
13      and would enable the buildings to be restored and made  
14      viable, both for residential and for commercial purposes,  
15      and it deserves to be supported. That's enough.

16                               (Conclusion of Ms. Fay.)

17                               (7:00 p.m. public hearing.)

18           MR. CRAIG: Is there anyone here who has not  
19      heard the presentation? If you'd like, I can do it again.  
20      I can give you the 45-minute version or the hour version or  
21      a couple of hours, if you'd like. Okay.

22                               (Conclusion at 7:30 p.m.)  
23  
24  
25

## C E R T I F I C A T E


STATE OF OHIO :  
SS  
COUNTY OF HAMILTON:

I, Julie Patrick, Notary Public for the State of Ohio, duly qualified and commissioned, do hereby certify that the foregoing transcript was by me duly taken in stenotype and thereafter transcribed into typewriting by computer under my supervision, and that the same is true and correct in all respects as transcribed from my stenographic notes.

I further certify that I am not counsel, attorney, relative or employee of any of the parties hereto, or in any way interested in the within action.

IN WITNESS WHEREOF, I have hereunto set my hand and Notarial seal on this 29<sup>th</sup> day of April, 2011.

My commission expires  
March 13, 2014

  
Julie A. Patrick  
Notary Public - State of Ohio



CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 13, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Karen Hughes

ADDRESS: 903 Adams Crossing, #111

CITY: Cincinnati

STATE: OH

ZIP: 45202

TELEPHONE/E-MAIL: 513.271.5651 kmonzel@fuse.net

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

I see absolutely no negatives. This project has only positive effects.

Over the Rhine will benefit tremendously with development.  
Property tax increases will be significant

Built it . . . .  
|||||



---

---

---

---

---

---

---

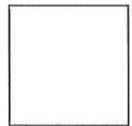
---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202



CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 13, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): LARRY WALKER  
ADDRESS: 558 Davenport Ave  
CITY: CINCINNATI STATE: Ohio ZIP: 45204  
TELEPHONE/E-MAIL: LAURENCE.WALKER@OPCO.COM

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

The message is not getting out. People oppose it But do not understand the Benefits.

We need a spokesperson working full time to educate & explain the Benefits. MAYBE SOMEONE LIKE TAYLOR or ?

Emphasis on JOBS; Growth; More business & Taxes to meet the needs of the suburbs; Housing growth in the DT area.

address the fear of safety - I have had that mentioned to me several times.

"Build it & they will come"

(Over)



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202





CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 13, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Brad Thomas  
ADDRESS: 340 W 4th #9  
CITY: Cincinnati STATE: OH ZIP: 45202  
TELEPHONE/E-MAIL: 513 515 4896

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

Great Project. Will help  
our city

## Cincinnati Streetcar Project



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202





CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 13, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): RICK GREINER  
ADDRESS: 9355 HOLLY HILL  
CITY: CINCINNATI 45243 STATE: ZIP:  
TELEPHONE/E-MAIL: R.GREINER@FUSE.NET

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

- INFORMATION PRESENTED WAS VERY COMPREHENSIVE AND GRAPHICALLY ILLUSTRATED
- LOOKS LIKE NO MAJOR IMPACTS ONLY POSITIVE BENEFIT ESPECIALLY DEVELOPMENT OF VACANT OFFICE BSC BUILDINGS THAT WILL NO LONGER PARKING FOR RESIDENTIAL DEVELOPMENT AND PARKING LOTS THAT CAN BE CONVERTED TO MORE PRODUCTIVE USE
- PROJECT COULD CONNECT MAJOR EMPLOYMENT CENTERS WITH DOWNTOWN + RIVERFRONT ASSETS AND RESIDENTIAL PROJECTS ELIMINATING NEED FOR CAR + IMPROVING QUALITY OF LIFE FOR THOSE THAT LIVE/WORK IN DT + UPTOWN + OUT
- BUILD FIRST PHASE WITH AVAILABLE COMMITTED FUNDS



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202



CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 13, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print):

Kelly Graft

ADDRESS:

CITY:

STATE:

ZIP:

TELEPHONE/E-MAIL:

Kellyagraff@yahoo.com

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

Wish that system covered more streets, bigger route within downtown. Why is this project so small in terms of routes + distance? If I am downtown for the morning working but have, say, 5 hours down time it would be nice to jump on the street car to shop or eat or whatever, even go to a doctor appointment uptown + then catch street car back; but the route is so limited.

## Cincinnati Streetcar Project



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202





CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 14, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Sean Comer  
ADDRESS: 2901 Montana Ave.  
CITY: Cincinnati, OH STATE: OH ZIP: 45221  
TELEPHONE/E-MAIL: (513) 706-9737 comers@xavier.edu

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

As a lifelong Cincinnati resident I am pleased to see the city tackling a major city project and to see ~~throught~~ the detailed research behind it. I believe this is absolutely a "cool way" to keep young people in the city. As a young person I want to see my fellow students at Xavier University to stay in Cincinnati because it is a progressive city, with great transit options and an excellent place to raise a family. The city has great neighborhoods, strong communities, and great destinations. The streetcar utilizes those aspects in Downtown, OTR, and Clifton and improves upon them. Build the Cincinnati Streetcar.



---

---

---

---

---

---

---

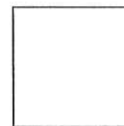
---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202



CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 14, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Alyssa Konermann  
ADDRESS: 3870 Victory Pkwy  
CITY: Cincinnati STATE: OH ZIP: 45207  
TELEPHONE/E-MAIL: 513.307.16557 / alyssakonermann@gmail.com

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

I fully support the Cincinnati Streetcar Project, and the more information that is provided the better an idea I think it is for our city. I believe that only positive impacts — environmentally, economically, culturally, residentially, and socially — will come from the streetcar. With the Banks and the Casino, I think it makes sense to build the streetcar now, when so many people will be beginning to come to these new assets downtown. I believe the environmental assessment shows how much sense the Streetcar project makes for the city.



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202





CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 14, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Adam Clark  
ADDRESS: 3800 Victory Pkwy Commons Apt 213  
CITY: Cincinnati OH STATE: OH ZIP: 45207  
TELEPHONE/E-MAIL: 513-706-3646 / clarkas@xavier.edu

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

I think the streetcar is an integral part of the redevelopment of the city of Cincinnati, especially as it pertains to the urban core. Young people are moving to "cool" cities that provide walkable urban environments and transportation options. The streetcar provides a recruiting tool for young talent that the CFO for Cities' report the Talent Dividend identifies as critical to keeping young professionals that make ~~you~~ a city successful.



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202



CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 14, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Jacob Fessler

ADDRESS: 3288 Woodlyn Hills Dr

CITY: Erlanger

STATE: KY

ZIP: 41018

TELEPHONE/E-MAIL: 859-628-9294

jdFess6@insightbb.com

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

This project is an absolute necessity. As a college student who's grown up hearing of how "backward" Cincinnati is this project will make Cincinnati a national role model. The project will bring billions of dollars in development & ~~reverse~~ begin to reverse the suburban flight of residents, businesses, & industry. The project will also serve as the foundation for a larger rail transit network. The redevelopment potential is astounding. This project will breathe new life into the great City of Cincinnati.

## Cincinnati Streetcar Project



---

---

---

---

---

---

---

---

*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

---

---

---



Postage Required

Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202





CITY OF CINCINNATI and  
FEDERAL TRANSIT ADMINISTRATION  
Cincinnati Streetcar Project  
April 13, 2011  
PUBLIC HEARING COMMENT SHEET

Thank you for participating in today's public hearing for the Cincinnati Streetcar project. Your comments and statements are important. Please use this form to present any written comments, statements or information you have regarding the project and its impacts. Please return your comment sheet to the comment table or mail it to the address on the reverse side by April 21, 2011.

NAME (Please Print): Bradley Hughes  
ADDRESS: 903 Adams Crossing #111  
CITY: Cincinnati STATE: OH ZIP: 45202  
TELEPHONE/E-MAIL: bradley.hughes@ZoomTown.com

In the space below, please provide your comments or statements about the project and the Environmental Assessment report.

The work done on this project is impressive!!  
The benefits are self evident and I see no negatives.  
The streetcar will be a major step forward in the  
rebuilding and expansion of our great city. My only  
question is why we can't put in even more track and  
provide even more service. Thank you so much for  
your great work! Build The Streetcar NOW!!!

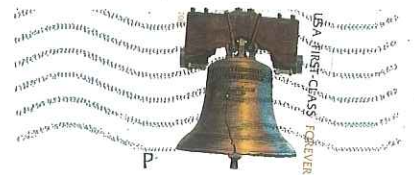


*This sheet may be folded, then taped or stapled, and mailed. Appropriate postage must be applied.  
Comments may also be submitted at: [http://www.cincinnati-oh.gov/streetcar\\_environmental/](http://www.cincinnati-oh.gov/streetcar_environmental/)*

B.G. Hughes  
903 Adams Crossing #111  
Cincinnati, OH 45202

CINCINNATI OH 452

19 APR 2011 PM 6 T



Streetcar Project Manager  
Parsons Brinckerhoff  
312 Elm Street, Suite 2500  
Cincinnati, OH 45202





IN REPLY REFER TO:

# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
Custom House, Room 244  
200 Chestnut Street  
Philadelphia, Pennsylvania 19106-2904



April 18, 2011

9043.1  
ER 11/271

Ms. Marisol Simon  
Regional Administrator  
Federal Transit Administration  
Region 5  
200 West Adams Street, Suite 320  
Chicago, Illinois 60606

Dear Ms. Simon:

As requested, the Department of the Interior (Department) has reviewed the draft environmental assessment for the Cincinnati Streetcar Project, Cincinnati, Ohio. The Federal Transit Administration (FTA) and the City of Cincinnati (City) prepared this document. The Department offers the following comments and recommendations for your consideration:

## Section 4(f) Comments

The project proposes to construct a streetcar project 4.9 miles long connecting the City's Downtown and Uptown districts and adjoining neighborhoods, consisting of 22 station stops. According to the document, the streetcar project will implement one of the most significant components of the region's Long Range Transportation Plan and Transportation Improvement Plan as adopted by the Ohio Kentucky Indiana Regional Council of Governments, the metropolitan planning organization for the Cincinnati urbanized area. The project location encompasses several major activity centers which include three major employment districts (Riverfront/Central Business District, Over-the-Rhine, and Uptown); several regional entertainment, tourist, and shopping destinations; two major institutions of higher education; and three regional medical centers.

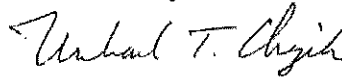
Properties eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) are identified in the document. There are 3 park/recreation properties, 17 properties listed on the National Register of Historic Places, and an additional 15 properties determined eligible for the National Register within the project area. None of these properties would be directly affected by the project, but certain historic properties may be affected by the placement of stations and other infrastructure necessary for the project. The FTA and the City have proposed a Memorandum of Agreement to resolve these issues.

Therefore, the Department would concur with the FTA and the City that there are no feasible or prudent alternatives to the proposed alternatives that result in impacts to the section 4(f) properties. Given that the measures to minimize harm will need to be negotiated with the State Historic Preservation Officer and other consulting parties to resolve the potential adverse effect determinations, the Department cannot yet concur that all measures to minimize harm have been employed. Assuming that an agreement can be reached on mitigation of adverse effects, the Department would defer our final determination until that agreement is finalized. We expect that the fully executed agreement document will appear in a final Section 4(f) statement.

The Department has a continuing interest in working with the FTA and the City to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael T. Chezik". The signature is fluid and cursive, with the first name "Michael" being the most prominent part.

Michael T. Chezik  
Regional Environmental Officer

cc:

N. Chevance, NPS, Omaha, NE





## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ecological Services  
4625 Morse Road, Suite 104  
Columbus, Ohio 43230  
(614) 416-8993 / FAX (614) 416-8994

April 7, 2011

Chris Eilerman  
City of Cincinnati  
Office of the City Manager  
801 Plum Street, Suite 152  
Cincinnati, OH 45202-5706

TAILS #: 31420-2011-TA-0536

Re: Cincinnati Streetcar Notice of Availability of the Environmental Assessment and Public Hearings

Dear Mr. Eilerman:

We have received your recent correspondence dated March 23, 2011 requesting information about the subject proposal. There are no Federal wilderness areas, wildlife refuges or designated critical habitat within the vicinity of the project area. Based on the information you have provided, at this time we have no objection to the proposed project.

**ENDANGERED SPECIES COMMENTS:** Due to the project type, size, and location, we do not anticipate any impact on federally listed endangered, threatened, or candidate species, or their habitats. Should the project design change, or during the term of this action, additional information on listed or proposed species or their critical habitat become available, or if new information reveals effects of the action that were not previously considered, consultation with the Service should be initiated to assess any potential impacts.

If you have additional questions or require further assistance with your project proposal, please contact me at the following number (614) 416-8993 x12. I would be happy to discuss the project in further detail with you and provide additional assistance if necessary. In addition, you can find more information on natural resources in Ohio by visiting our homepage at: <http://www.fws.gov/midwest/ohio>.

Sincerely,

*for* Mary Knapp, Ph.D.  
Field Supervisor

## Eilerman, Chris

---

**From:** Mitch, Brian [Brian.Mitch@dnr.state.oh.us]  
**Sent:** Thursday, April 21, 2011 9:44 AM  
**To:** Eilerman, Chris  
**Subject:** 11-0142; Cincinnati Streetcar EA  
**Attachments:** oledata.mso



### ODNR COMMENTS TO Milton Dohoney, Manager of the City of Cincinnati, 801 Plum Street, Suite 152, Cincinnati, Ohio 45202

**Project:** The City of Cincinnati is expecting to construct a 4.9 mile modern streetcar system. An Environmental Assessment has been prepared for this project and the City is seeking comments from ODNR.

**Location:** The project is located in the City of Cincinnati, Hamilton County, Ohio

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

**Fish and Wildlife:** The ODNR, Division of Wildlife (DOW) has the following comments.

The project is within the range of the Indiana bat (*Myotis sodalis*), a state and federally endangered species. The following species of trees have relatively high value as potential Indiana bat roost trees: Shagbark hickory (*Carya ovata*), Shellbark hickory (*Carya laciniata*), Bitternut hickory (*Carya cordiformis*), Black ash (*Fraxinus nigra*), Green ash (*Fraxinus pennsylvanica*), White ash (*Fraxinus americana*), Shingle oak (*Quercus imbricaria*), Northern red oak (*Quercus rubra*), Slippery elm (*Ulmus rubra*), American elm (*Ulmus americana*), Eastern cottonwood (*Populus deltoides*), Silver maple (*Acer saccharinum*), Sassafras (*Sassafras albidum*), Post oak (*Quercus stellata*), and White oak (*Quercus alba*). Indiana bat habitat consists of suitable trees that include dead and dying trees of the species listed above with exfoliating bark, crevices, or cavities in upland areas or riparian corridors and living trees of the species listed above with exfoliating bark, cavities, or hollow areas formed from broken branches or tops. If suitable trees occur within the project area, these trees must be conserved. If suitable habitat occurs on the project area and trees must be cut, cutting must occur between September 30 and April 1. If suitable trees must be cut during the summer months of April 2 to September 29, a net survey must be conducted in May or June prior to cutting. If no tree removal is proposed, the project is not likely to impact this species.

The project is within the range of the sheepsfoot (*Plethobasus cyphus*), a state endangered and federal candidate mussel species, the washboard (*Megalania nervosa*), a state endangered mussel, the fanshell (*Cyprogenia stegaria*), a state and federally endangered mussel, the pink mucket (*Lampsilis orbiculata*), a state and federally endangered mussel, the rayed bean (*Villosa fabalis*), a state endangered and federal proposed endangered mussel species, the washboard (*Megalania nervosa*), a state endangered mussel, the snuffbox (*Epioblasma triquetra*), a state endangered mussel, the ebonyshell (*Fusconia ebena*), a state endangered mussel, the butterfly (*Ellipsaria lineolata*), a state endangered mussel, the elephant-ear (*Elliptio crassidens crassidens*), a state endangered mussel, the Ohio pigtoe (*Pleurobema cordatum*), a state endangered mussel, the monkey face (*Quadrula metanevra*), a state endangered mussel, and the wartyback (*Quadrula nodulata*), a state endangered mussel, the shovelnose sturgeon (*Scaphirhynchus platyrhynchus*), a state endangered species, the lake sturgeon (*Acipenser fulvescens*), a state endangered fish, the speckled chub (*Macrhybopsis aestivalis*), a state endangered fish, and the northern madtom (*Noturus stigmosus*), a state endangered fish. Since no in-water work will occur as a result of this project, the project is not likely to impact these species.

The project is within the range of the bald eagle (*Haliaeetus leucocephalus*), a state threatened species. However, the Ohio Biodiversity Database currently has no records of this species near the project area.

The project is within the range of the lark sparrow (*Chondestes grammacus*), a state endangered bird, and the loggerhead shrike (*Lanius ludovicianus*), a state endangered bird. Due to the habitat requirements of these species, the project is not likely to impact these species.

The project is within the range of the Eastern hellbender (*Cryptobranchus alleganiensis alleganiensis*), a state endangered amphibian currently being evaluated for Federal Candidate status. Due to the location of this project, the project is not likely to impact this species.

The project is within the range of the cave salamander (*Eurycea lucifuga*), a state endangered species. Due to the location of this project, the project is not likely to impact this species.

The project is within the range of the Kramer's cave beetle (*Pseudanophthalmus krameri*), a state endangered species, and the Ohio cave beetle (*Pseudanophthalmus ohioensis*), a state endangered species. These species are found only in caves. The Ohio Cave Protection Law, Section 1517.21 of the Ohio Revised Code, protects caves from impacts, in turn, protecting the habitat of these species. Therefore, the project is not likely to have an impact on these species.

In addition to the species listed in section 5.14 Threatened and Endangered Species (Table 17), the Ohio Biodiversity Database (OBD) shows there is also a record in downtown Cincinnati for a nesting peregrine falcon (*Falco peregrinus*), state threatened, near the project route. Due to the type of work proposed, the project is not likely to impact this species. Also, it is indicated that the Indiana bat and Running Buffalo Clover have a state status of "N". They both actually have a state status of "E".

**Geological Survey:** The ODNR, Division of Geological Survey recommends that the City contact the Division of Geological Survey to review maps on file to view any landslide prone units in the Cincinnati area.

ODNR appreciates the opportunity to provide these comments. Please contact Brian Mitch at (614) 265-6378 if you have questions about these comments or need additional information.

Brian Mitch, Environmental Review Manager  
Ohio Department of Natural Resources  
Environmental Services Section  
2045 Morse Road, Building E-3  
Columbus, Ohio 43229-6693  
Office: (614) 265-6378  
Fax: (614) 262-2197  
brian.mitch@dnr.state.oh.us